



APPENDIX B FAA 1998 RECORD OF APPROVAL ON 1997 PART 150 NOISE COMPATIBILITY PROGRAM UPDATE



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Part 150: Records of Approval

Akron-Canton Regional Airport, Ohio

Approved on 4/9/98

The Noise Compatibility Program (NCP) for Akron-Canton Regional Airport (CAK) describes the current and future noncompatible land uses based upon the parameters established in FAR Part 150, Airport Noise Compatibility Planning. The Akron-Canton Regional Airport Authority recommended twenty four (24) measures in its NCP to remedy existing noise problems and to prevent future noncompatible land uses. These measures are grouped into three categories: noise abatement (8), land use management (9), and program management (7).

Each measure of the recommended NCP is identified below by plan category, includes a summary of the airport operator's recommendations and a cross-reference to page numbers in the NCP where each measure may be found. The current Noise Exposure Map (NEM) (1994, recertified as current 1997) is found as Figure 8.2 on pages 105 and 106 of the Noise Exposure Map document. The revised forecast Noise Exposure Map (2002) which implements the revised Noise Compatibility Program is found as updated Figure 4.1, submitted as a revision at the time the NCP was submitted for FAA action. FAA will take action on this revised 5-year NEM at the time its decision on the NCP is announced in the Federal Register. The updated noise exposure map is being reviewed concurrently with the updated Noise Compatibility Program. Chapter 3 of the updated NCP contains noise abatement alternatives, land use alternatives, and program management alternatives. Table 3.5, page 36, Table 3.6, page 37, and Table 3.7, page 37, depict the recommended program, estimate of program costs, and recommended implementation schedule.

Mr. Frederick J. Krum's letter dated September 22, 1997, officially transmitted the Akron-Canton Regional Airport Authority's updated NEM and NCP.

The approvals listed here include approvals of actions that the airport recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations in the Record of Approval summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

Noise Abatement Measures

NA-1 Pilots of all turbojet aircraft may voluntarily use recommended noise abatement departure procedures. (NCP Table 3.2, Page 20; Section 3.2.1, Page 21; Table 3.5, Page 36; Section 5.7.2, Pages 52, 55; Figure 5.1, Pages 53-54; Table 5.5, Page 55; FAA Advisory Circular 91-53A, "Noise Abatement Departure Profiles", Appendix D; NBAA Noise Abatement Departure Procedure, Appendix E).



The Akron-Canton Regional Airport Authority recommends that pilots of all turbojet aircraft voluntarily use the noise abatement departure procedures described in FAA Advisory Circular 91-53A "Noise Abatement Departure Profiles", and National Business Aircraft Association publication entitled "Noise Abatement Procedures for Turbojet Business Aircraft". The noise abatement departure procedures would be considered for all turbojet departures on Runways 1-19 and 5-23.

The NCP recommends that the "standard" NBAA procedure be used at the airport, since it is designed for airports where most jet departures are on runways where the first residences are at least 10,000 feet from the brake release point. This is the case at Akron-Canton Regional Airport.

For civil turbojet aircraft over 75,000 pounds, noise abatement departure procedures are referred to as NADP's and are defined by FAA Advisory Circular 91-53A. AC 91-53A defines 2 NADP's: a "close-in" NADP to provide noise reduction for noise sensitive land uses in close proximity to the departure end of an airport runway, and a "distant" NADP to provide noise reduction for all other noise-sensitive areas. Since most residential areas around the airport are located within one or two miles of the runway ends, the NCP recommends the use of the "close-in" procedure.

The intent of the above procedures is to reduce the single event noise levels from turbojet departures. This is a new measure.

APPROVED as voluntary. Before the procedures are implemented, an environmental assessment may be required.

NA-2 Establish maximum climb departures for helicopters. (NCP Table 3.2, Page 20; Section 3.2.2, Pages 21-22; Table 3.5, Page 36; Section 5.7.3, Pages 55-56).

The Akron-Canton Regional Airport Authority recommends that helicopters from the Ohio Army Air National Guard Base be cleared to 4,000 feet MSL (2,800 feet AGL) or the requested altitude, whichever is lower (usually 2,500 feet MSL or 1,300 feet AGL) immediately after takeoff.

The original Part 150 NCP recommended that helicopters be cleared to 2,500 feet MSL (1,300 feet AGL) immediately after takeoff. The FAA approved this measure. The local air traffic control tower implemented the measure by clearing helicopters to 4,000 feet MSL, or the requested altitude, whichever is lower, immediately after takeoff. Since the implementation of this measure, single event noise levels from helicopter overflights have been reduced.

The Akron-Canton Regional Airport Authority requests that this measure be reapproved for implementation on a voluntary, cooperative, departure-by-departure basis. This measure benefits residents by reducing single event noise levels on local residents.

APPROVED as voluntary. The procedures described in this measure are a continuation of the procedures approved under the Record of Approval dated September 21, 1989.

NA-3 Pilots of all turbojet aircraft may voluntarily restrict the use of reverse thrust activity at night (10:00 p.m. - 7:00 a.m.). (NCP Table 3.2, Page 20; Section 3.2.3, Page 22; Table 3.5, Page 36; Section 5.7.6, Pages 57-58).

The Akron-Canton Regional Airport Authority recommends that pilots of all turbojet aircraft voluntarily restrict the use of reverse thrust activity at night (between the hours of



10:00 p.m. and 7:00 a.m.). The procedure would only apply to dry runway conditions. With wet or snow covered runways, full use of reverse thrust would be encouraged at all times.

The intent of this procedure is to minimize the use of reverse thrust at night. Several residents in close proximity to the airport have expressed concern regarding the noise associated with the use of reverse thrust from turbojet aircraft at night. Any policy that would reduce the use of reverse thrust could have a significant noise benefit. Use of reverse thrust is dependent upon aircraft type, aircraft weight, runway length, and runway surface condition.

This voluntary procedure may be communicated to pilots through the use of informational handouts or signs in the local FBO offices for local pilots. Itinerant pilots may be notified through the use of a Letter to Airmen.

This measure would benefit residents by reducing single event noise levels on local residents during nighttime periods. This is a new measure.

APPROVED as voluntary.

NA-4 All eastbound turbojet aircraft departing on Runway 23 maintain runway heading until 3 nautical miles from the radar, or until the aircraft is at 2,500 feet MSL (1,300 feet AGL). (NCP Table 3.2, Page 20; Section 3.2.4, Pages 22-23; Table 3.5, Page 36; Section 5.8.1, Page 59).

The Akron-Canton Regional Airport Authority recommends that all eastbound turbojet aircraft departing on Runway 23 maintain runway heading until 3 nautical miles from the radar, or until the aircraft is at 2,500 feet MSL (1,300 feet AGL).

The original NCP called for the implementation of a noise abatement procedure for turbojet aircraft departing on Runway 23. The measure was implemented in a modified form following the approval of the original NCP. The procedure as originally proposed, requires all turbojet aircraft departing on Runway 23 to maintain runway heading until 4 nautical miles from the radar. As implemented, the procedure requires all eastbound turbojet aircraft departing on Runway 23 to maintain runway heading until 3 nautical miles from the radar, or until the aircraft is at 2,500 feet MSL (1,300 feet AGL).

This straight-out procedure for eastbound turbojet aircraft would avoid overflights of the residential area that straddles Strausser Street, just south of the extended centerline of Runway 23. Continued implementation would reduce noise levels from single event overflights on this residential area.

APPROVED as voluntary.

NA-5 All eastbound and southbound turbojet aircraft departing on Runway 19 initiate a turn to a heading of 160 degrees at 1 nautical mile from the radar and maintain that heading until 4 nautical miles. (NCP Table 3.2, Page 20; Section 3.2.5, Page 23; Table 3.5, Page 36; Section 5.8.2, Pages 59,63)

The Akron-Canton Regional Airport Authority recommends that the departure procedure developed for Runway 19 in the original Part 150 study be implemented in full to minimize overflights on residential areas south. Although this has been implemented in some fashion by FAA for several years, having a formal procedure in place will help minimize the impact of the runway extension. In addition, it is recommended that the turn



to 160 degrees be initiated at 1 nautical mile instead of the 2 nautical miles recommended in the original Part 150 study.

The original NCP called for the implementation of a noise abatement turn for turbojet aircraft departing on Runway 19 to a heading of 160 degrees at 2 nautical miles from the radar and maintain until 4 nautical miles. In the original Part 150, this procedure assumed that Runway 1-19 would be extended to the south and that operations would increase considerably on that runway. That extension is now planned within the next 10 years. The procedure has not been implemented although departures are routinely turned to avoid the residential areas to the south.

One home is within the 5-year 65 DNL contour (area C). Approval of this revised procedure does not eliminate this home from the contour. However, it would eliminate residentially zoned vacant land and would reduce noise from overflights of the residential area south of the airport and west of Frank Avenue.

DISAPPROVED. The FAA will continue the current voluntary procedure to turn at 2 nautical miles. One nautical mile from the radar site is approximately over the departure end of the runway. Flights will be very low to the ground and at relatively slow airspeed. Crews should not be required or requested to initiate turns at this critical phase of the flight.

NA-6 Designate the location and orientation of engine runups. (NCP Table 3.2, Page 20; Section 3.2.6, Pages 23-24; Table 3.5, Page 36; Section 5.9.9, Pages 70-71; Section 5.10.2, Pages 76,79; Figure 5.4, Pages 77,78; Airport Memo on Engine Runup Operations - Appendix F).

The Akron-Canton Regional Airport Authority recommends that the location and orientation of engine runups be designated. Several residents in close proximity to the airport have expressed concern regarding the noise associated with the engine runups that result from the maintenance operators at the airport. This measure designates a maintenance runup area to limit the noise impacts from runups. Given the amount of residential development to the south of the airport and the lack of residential development to the southeast of the airport, a designated area at the threshold to Runway 32 would be a suitable location for all engine maintenance runups above flight idle power. Flight idle power maintenance runups would continue to be allowed on the ramp areas. Maintenance runups above flight idle power should be prohibited from all areas of the airfield, except the designated engine runup area at the threshold to Runway 32 at the runway heading of 320 degrees if at all possible. Maintenance runups at flight idle power should also be limited to certain directions. On the Chautauqua ramp on the west side of the airport, flight idle runs should be limited to a heading of 360 degrees if possible, while on the PSA ramp on the east side of the airport flight idle runups should be limited to headings of 360 degrees or 050 degrees if possible.

The intent of this measure is to minimize the single event noise levels from aircraft engine runups at night. This is a new measure.

APPROVED.

NA-7 Designate the location for an engine runup enclosure. (NCP Table 3.2, Page 20; Section 3.2.7, Pages 24-25; Table 3.5, Page 36; Section 5.10.6, Pages 80-81; Figure 5.5, Pages 83-84).

The Akron-Canton Regional Airport Authority recommends that a location be designated for the construction of an engine runup enclosure, should the number and type of runups increase substantially in the near future. Noise runup enclosures are structures that help



mitigate noise from aircraft ground runups. These structures are typically used in areas where the runups are in close proximity to noise sensitive receivers and where maintenance runup restrictions or the designation of a maintenance runup area is insufficient to control noise from the runups in the surrounding areas.

A ground runup enclosure (GRE) may be appropriate at Akron-Canton Regional Airport. The GRE is generally closed on all 4 sides but open over the roof area. Aircraft are towed into the GRE and the front doors are closed with the aircraft inside. The rear of the GRE incorporates a blast deflector, while the rear, side, and front walls are treated with sound absorbing material.

At the present time, the runup noise at the airport is the result of a relatively low number of propeller runup operations. Noise levels from these runup operations, although disturbing to some people, are much less than the runup noise created by turbojet aircraft. If the activity level of runup operations increases in the next several years, or if the type of aircraft changes, the airport should consider a ground runup enclosure to mitigate the noise from the runup operations. Given the relatively low noise levels from engine runups (propeller aircraft only), and the low number of runup operations, a GRE is not recommended at this time. However, the airport should consider the location of such a structure.

This is a new measure.

APPROVED. Consideration of an appropriate location for a GRE is approved, and a location should be designated on the next update of the airport layout plan.

NA-8 Improve engine runup and taxiing procedures. (NCP Table 3.2, Page 20; Section 3.2.8, Page 25; Table 3.5, Page 36; Section 5.11.1, Pages 85-86.

The Akron-Canton Regional Airport Authority recommends that engine runup and taxiing procedures be improved. Aircraft that undertake these procedures are recommended to perform them at specific designated areas on the airport so as to minimize the impact on residential areas to the north and northeast of the airport. Pre-flight engine checks should be undertaken either near the passenger terminal area or on Taxiway "C" with an aircraft orientation of 360 degrees.

The intent of these measures is to provide a reduction in the single event noise levels over residential areas around the airport. This is a new measure.

APPROVED.

Land Use Management Measures

LU-1 Acquire in fee simple 2 existing residential properties within the 65 DNL noise contour. (NCP Table 3.3, Page 26; Section 3.3.1, Pages 26-27; Table 3.6, Page 37; Section 3.6.1, Pages 96,97,101; Figure 6.2, Pages 99, 100).

The Akron-Canton Regional Airport Authority plans to acquire 2 residential properties in fee simple which lie within the 65 DNL noise contour. One parcel is located north of the airport in the city of Green, and the other parcel is located south of the airport in Jackson Township. The purchase of the parcel in Jackson Township was approved under the original NCP but was never purchased. Acquisition of the 2 parcels will eliminate all incompatible use of residential development within the 65 DNL noise contour. A voluntary acquisition program is proposed.



APPROVED. LU-2 will be implemented in conjunction with LU-3, below, if the homeowners do not wish their residences to be acquired. The acquisitions must comply with the Uniform Relocation Assistance and Real Property Acquisitions Act to be eligible for Federal financial assistance.

LU-2 Develop a sound insulation program. (NCP Table 3.3, Page 26; Section 3.3.2, Page 27; Table 3.6, Page 37; Section 6.3.5, Pages 104-106).

The Akron-Canton Regional Airport Authority plans to institute a sound insulation program for the 2 homeowners described in Measure LU-1 above if they do not desire to be acquired. The sound insulation of the structures on the 2 parcels would result in compatible development for the 2 parcels. This is a new measure.

APPROVED.

LU-3 Develop an aviation easement acquisition program. (NCP Table 3.3, Page 26; Section 3.3.3, Page 27; Table 3.6, Page 37; Section 6.3.4, Pages 103-104).

The Akron-Canton Regional Airport Authority plans to develop an aviation easement program to be used in conjunction with sound insulation for the 2 homes within the DNL 65dB noise contour described above if the owners elect to have their residences sound insulated. The aviation easements are meant to protect the airport's interest in the property in terms of right of overflight and right to remove obstructions in return for the offer of sound insulation to the owners.

This is a new measure. In conjunction with the sound insulation program, all incompatible existing residential development within the DNL 65dB noise contour would be eliminated.

APPROVED.

LU-4 Pursue overlay zoning for one vacant parcel in the city of Green. (NCP Table 3.3, Page 26; Section 3.3.4, Pages 27,28, Table 3.6, Page 37; Section 6.4.2, Pages 111-112).

The Akron-Canton Regional Airport Authority plans to create an overlay zoning area for one vacant parcel in the city of Green. Overlay zoning is used to manage development in areas impacted by aircraft noise. It creates a special zoning district that supplements, or overlays, the other existing zoning districts. This zoning could involve the prohibition of some or all of the noise-sensitive uses in the noise impact area. It may also be used to require additional insulation and to dedicate aviation easements.

The area described in this measure is currently designated for residential use, and is part of several larger parcels that include 2 residences which are outside of the 65 DNL noise contour. The Airport Authority recommends that the overlay zoning be used to prevent additional noise-sensitive uses from using these parcels. These zoning changes would prevent further incompatible land uses from developing. This is a new measure.

APPROVED.

LU-5 Acquire vacant residentially-zoned property in the city of Green and Jackson Township. (NCP Table 3.3, Page 26; Section 3.3.5, Page 28; Table 3.6, Page 37; Section 6.4.4, Page 113).

Should the city of Green or Jackson Township decide not to overlay rezone the existing residentially-zoned areas, the Airport Authority plans to acquire the remaining existing



residentially zoned properties within the 65 DNL noise contour. A voluntary acquisition program is proposed.

This is a new measure, and should be considered only if compatible use zoning or overlay zoning cannot be implemented.

APPROVED. Action to carry out this measure is subject to a determination at the time of implementation that the purchase is necessary to prevent new noncompatible development because noncompatible development on the vacant land is highly likely and local land use controls will not prevent such development. If zoning is changed to provide for compatible development, acquisition of that land will not be required. The acquisitions must comply with the Uniform Relocation Assistance and Real Property Acquisition Act to be eligible for Federal financial assistance.

LU-6 Develop subdivision regulations. (NCP Table 3.3, Page 26; Section 3.3.6, Page 28; Table 3.6, Page 37; Section 6.4.6, Pages 114-115).

The Akron-Canton Regional Airport Authority staff plans to consult with city and county planning, building, zoning, and legal personnel to explore the feasibility of enacting site plan and building code measures to minimize the potential for noise impacts.

Subdivision regulations associated with platting and site planning can be effective, inexpensive tools for enhancing compatibility, even where the designated land use and zoning are compatible with the projected noise level. In some jurisdictions, a note is placed on the plat referencing the Noise Exposure Map, the location within a noise exposure zone, the proximity of the airport, or any special height limitations. Such notes should reference an adopted zoning regulation or other legal document. Site planning techniques, especially the placement and orientation of structures on the property, can help enhance compatibility even when the proposed use is nonresidential.

In the case of Akron-Canton Regional Airport, the Part 150 Noise Exposure Maps could be used as the basis for an overlay zone within which the regulations apply. These regulations would be more effective if the zone created by the subdivision ordinance extended beyond the 65 DNL contour to the 60 DNL contour, and if the regulations were adopted by all the local governments with jurisdiction over development in the vicinity. The majority of undeveloped land around the airport is within the city of Green.

Building code provisions requiring additional sound insulation for structures in noise impact zones are closely related to subdivision regulations. Since such measures can render construction more costly, efforts to modify building codes to incorporate noise attenuation requirements tend to encounter some opposition. If the city of Green were to adopt such measures, future compatibility could be enhanced, since most of the undeveloped areas are within the city's limits.

This may be a potential way to control new development proposed within the impact area of the 60 DNL contour. Changes in subdivision regulations for Stark and Summit Counties were recommended in the original Part 150 NCP. Implementation of the regulations was never undertaken.

This is a continuation of an existing measure.

APPROVED.



LU-7 Develop fair disclosure regulations. (NCP Table 3.3, Page 26; Section 3.3.7, Page 28; Table 3.6, Page 37; Section 6.4.7, Pages 115-116).

Fair disclosure is used to inform potential residents of existing or potential noise levels before they make the decision to move into the area. The impact area is often defined by the 65 DNL noise contour, but could be defined as the area within the 60 DNL.

The Akron-Canton Regional Airport Authority plans to disseminate informational packages, conduct orientation sessions, and prepare ongoing updates for realtors, planning, and building officials for real estate sales within the 60 LDN contour.

Publication of the Noise Exposure Maps (NEMs) is the primary vehicle recommended for fair disclosure. Dissemination and explanation of the Airport Master Plan and NEMs to Realtors and local government staff are recommended to ensure potential residents are aware of the airport and its operations.

This is a continuation of an existing measure.

APPROVED.

LU-8 Comprehensive Planning. (NCP Table 3.3, Page 26; Section 3.3.8, Pages 28-29; Table 3.6, Page 37; Section 6.4.8, Page 116).

A comprehensive plan for a community establishes policies for its future development and growth. These plans usually take into account existing development and coordinate future developments, assuring compatibility between areas. With regard to an airport, a comprehensive plan must support the operation of the airport, discourage noise-sensitive and incompatible land uses around the airport, and encourage development that is compatible with the use of the airport and surrounding area.

The Akron-Canton Regional Airport Authority will pursue comprehensive planning with local counties, municipalities, and realtors. The comprehensive plans of the 5 noise impacted communities of Summit County, Stark County, Lake Township, Jackson Township, and the city of Green will be updated for the development and growth of the various communities. All plans should discourage incompatible growth within the 60 LDN noise contour surrounding the airport.

Adoption of the original Part 150 study was only undertaken by Stark County. The Airport Authority will encourage the remaining communities to review and adopt the recommendations of the updated Part 150 study which urge that each planning jurisdiction consider the impacts of aircraft noise in any revisions to its development plans.

This is a continuation of an existing measure.

APPROVED.

LU-9 Capital Improvement Planning. (NCP Table 3.3, Page 26; Section 3.3.9, Page 29; Table 3.6, Page 37; Section 6.4.9, Pages 116, 117).

Similar to the option to control future subdivision or neighborhood development based on noise exposure, development can be stimulated for industrial/commercial uses or discouraged for noise-sensitive uses through the control and planning of the infrastructure network. This network includes roads and utilities such as power, gas,



water, and sewer. Other services such as police and fire and community facilities such as schools and libraries tend to promote development. Capital improvements should be programmed to allow infrastructure, facilities, and services that tend to support industrial and commercial uses in areas where they would be compatible. Capital improvement planning can be used in areas with large vacant tracts of land that hold a potential for development. It can be used to discourage growth in areas that are incompatible with airport noise and to encourage growth in compatible areas.

The Akron-Canton Regional Airport Authority plans to pursue capital improvement planning with local counties and municipalities. The airport staff will consult with city and county planning, building, zoning, and legal staffs to explore the feasibility of planning for capital improvements that encourage industrial/commercial uses and discourage residential use within the 60 DNL noise contour surrounding the airport. This would not effect existing development, but only vacant tracts of land with the potential for noise-sensitive development.

This is the continuation of an existing measure.

APPROVED.

Program Management Measures

PM-1 Update Noise Complaint Receipt and Response Procedures. (NCP Table 3.4, Page 30; Section 3.4.1, Pages 29-30; Table 3.7, Page 38; Section 7.4.1, Pages 124-125; Appendix H - "Noise Complaint Receipt and Response Procedures").

The Akron-Canton Regional Airport Authority plans to update noise complaint receipt and response procedures. Although noise complaints are received and responded to by airport staff, there are not presently any formal procedures for the receipt and response to noise complaints. It is suggested that the airport set up a formal process to receive and log noise complaints within the community. This measure will outline specific procedures and provide a standard noise complaint form that can be used by airport personnel to log noise complaints. These forms will be used to effectively track all noise complaints at the airport.

This proposal will modify an existing procedure.

APPROVED.

PM-2 Establish Noise Monitoring System. (NCP Table 3.4, Page 30; Section 3.4.2, Pages 30-31; Table 3.7, Page 38; Section 7.4.2, Pages 125-126).

The Akron-Canton Regional Airport Authority plans to establish an airport noise monitoring system. Noise monitoring is a useful noise abatement tool due to its capability to collect and analyze noise data from aircraft operations. In addition, a noise monitoring system can be an effective public relations tool for the community. A portable noise monitor would allow the airport to measure noise and to respond to noise complaints without the complexity and cost of a permanent system.

Although noise monitoring was recommended and approved as part of the original Part 150 Study, it was never implemented.

APPROVED.



PM-3 Public Information Program/Informational Pilot Handouts. (NCP Table 3.4, Page 30; Section 3.4.3, Page 31; Table 3.7, Page 38; Section 7.4.3, Pages 126-127).

The airport staff plans to undertake a continuing public information program to inform the public about aircraft noise, impacts, and compatible land use. The airport staff will give verbal and written briefings to the Akron-Canton Regional Airport Authority, give briefings at city meetings, and make presentations to outside organizations such as pilot groups, real estate organizations, and homeowner organizations.

To further enhance the distribution of information to pilots operating at the airport, the airport staff should arrange for the printing of a full-color informational insert on the airport in a format that is compatible with the Jeppesen Sanderson manual. This insert would be an effective means of educating pilots on the details of noise abatement procedures.

This proposal is a new measure.

APPROVED.

PM-4 Designate a Noise Abatement Contact. (NCP Table 3.4, Page 30; Section 3.4.4, Page 31; Table 3.7, Page 38; Section 7.4.4, Page 127)

The Akron-Canton Regional Airport Authority plans to designate a noise abatement contact person at the airport. The person would be responsible for operation of the portable noise monitoring system, community liaison regarding noise issues, collection of and response to noise complaints, implementation of the noise compatibility program, and ongoing noise compatibility planning efforts.

This proposal is a new measure.

APPROVED.

PM-5 ATIS/ATCT Advisories (NCP Table 3.4, Page 30; Section 3.4.5, Pages 31-32; Table 3.7, Page 38; Section 7.4.5, Pages 127-128).

The FAA can play an instrumental role in helping to make pilots aware of some noise abatement measures, even those of a voluntary measure. This could be accomplished both through the use of the Automatic Terminal Information Service (ATIS) or direct FAA air traffic control tower (ATCT) transmissions to pilots, reminding or advising them to follow certain noise abatement instructions.

The ATIS is a continuous recording relaying non-control information in areas of high activity. ATIS procedures do not specifically identify noise abatement messages as allowable content. It is recommended that ATIS transmissions pertaining to noise abatement measures be encouraged, at least on a minimal advisory level. The goal is to achieve greater adherence to noise abatement procedures. Although the proposed operational measures are limited to departure procedures and runup issues, reminders of the approved measures should be included in ATIS advisories to the extent feasible.

This is a new measure.

APPROVED in part; DISAPPROVED in part. The FAA permits the use of the ATIS for short messages such as "noise abatement procedures in effect" when time and space permit; use on a voluntary, space available basis is approved.



The tower controller's role to maintain safe, efficient use of the navigable airspace does not include educating pilots in regard to specific noise abatement procedures; this portion of the measure is disapproved. We note that approved measure PM-3, above, will be used by the airport operator to inform pilots through publications and public information programs.

PM-6 Purchase and Install Airside Signs to Advertise NCP Measures. (NCP Table 3.4, Page 30; Section 3.4.6, Page 32; Figure 3.1, Page 33; Table 3.7, Page 38; Section 7.4.6, Pages 128-129).

The Akron-Canton Regional Airport Authority plans to purchase and install 7 signs on the airport that inform departing pilots of the key noise abatement procedures. The signs are to be located where aircraft hold prior to takeoff, where aircraft conduct pre-takeoff runups, and where pilots conduct regular engine runups. The original NCP did not include a recommendation for these signs. However, they prove to be an effective means of alerting pilots to noise abatement procedures.

This is a new measure.

APPROVED. Approval of informational signs can improve community relations and reduce overflights of noise sensitive areas; however, such signs must not be construed as mandatory air traffic procedures. The airport sponsor should work with local Air Traffic personnel to establish mutually acceptable signage. The content and location of airfield signs are subject to specific approval by appropriate FAA officials outside of the Part 150 process and are not approved in advance by this action, including airspace approval.

PM-7 NEM/NCP Review and Revision. (NCP Table 3.4, Page 30; Section 3.4.7, Pages 32,34; Table 3.7, Page 38).

The Akron-Canton Regional Airport Authority plans to update the noise exposure maps (NEMs) every 5 years, or as required by changed conditions, in accordance with FAA guidelines. If the revised NEMs indicate that changed conditions have diminished the effectiveness or efficiency of the NCP, the Airport Authority will also evaluate the NCP and update as required. The Airport Authority will also provide continuing review and evaluation of proposed changes to the NCP between overall updates.

APPROVED.



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