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FEDERAL AVIATION ADMINISTRATION WASHINGTON DC OFFICE --ETC F/G 1/5
ENVIRONMENTAL DATA BANK. VOLUME IV. SUPPLEMENTAL INFORMATION MA--ETC(U)
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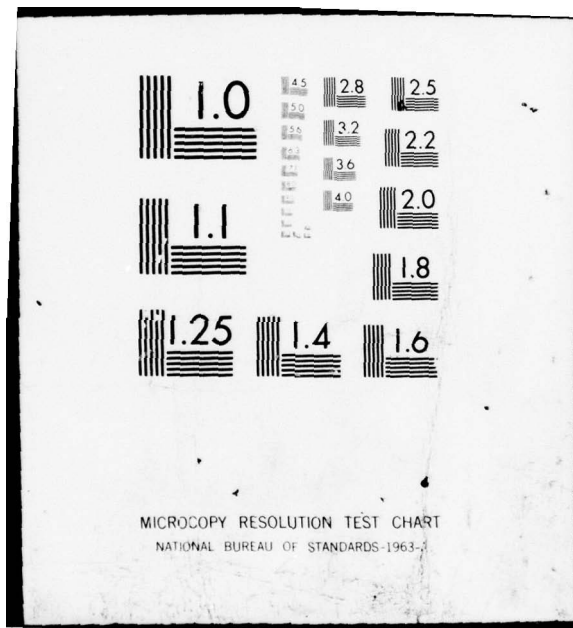
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VOLUME IV
SUPPLEMENTAL INFORMATION MANUAL

MARCH 1979

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Office of Environment and Energy
Washington, D.C. 20591

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NOTICE

The data in the EDB was compiled through January 1979. It is recommended that the EDB be used as a general reference tool only. Information contained in the EDB should be verified when using in a significant manner.

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Technical Report Documentation Page

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ABSTRACT

Documentation of the Environmental Data Bases

The Environmental Data Bank (EDB) represents an effort to compile a comprehensive listing of environmentally-oriented data within one convenient source. The data were collected with the aid of the FAA Regional Offices and include airport-specific information regarding the existence of such things as land acquisition programs or other such noise control actions in effect at each of the U.S. airports listed as of March 1979. FAA Form 1050-5 (Volumes I and II, Appendix A) summarizes those kinds of data which may be listed (if applicable) at each airport.)

The individual airport data themselves are arranged in the alphabetical order of the airport's "location indicator" (LOCID), by FAA region. These data may not reflect all U.S. airports having significant environmental information, as we have only indicated those data here that have been reported to us. This EDB may be useful by providing a sense of the extent to which environmentally-related activities have affected approximately 475 of our Nation's airports.

Briefly, the EDB is organized into four individual volumes:

- Volume I - User's Manual gives detailed information about the content and use of the data base.
- Volume II - Systems Manual contains a description of the system and programs that support the use and management of the data within the file.
- Volume III- Airport Environmental Data Manual presents site-specific information for each airport included in the data base.
- Volume IV, - Airport Supplemental Information Manual, contains supplemental data of special environmental conditions and/or problems (not provided for on Form 1050-5) for each airport included in the data base.

Consistent with the format and use of the U.S. airports' EDB, an International Environmental Data Bank (IEDB) was developed through information provided by the International Civil Aviation Organization (ICAO). This international data, as documented in the IEDB volume, is a subset of the larger environmental data file and is available separately. The IEDB volume contains airport-specific information for approximately 110 foreign airports.

It is intended that subsequent updates of all of these documents will be produced as required by changing circumstances.

John E. Wesler
JOHN E. WESLER
Acting Director of Environment and Energy

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SOUTHERN

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WESTERN

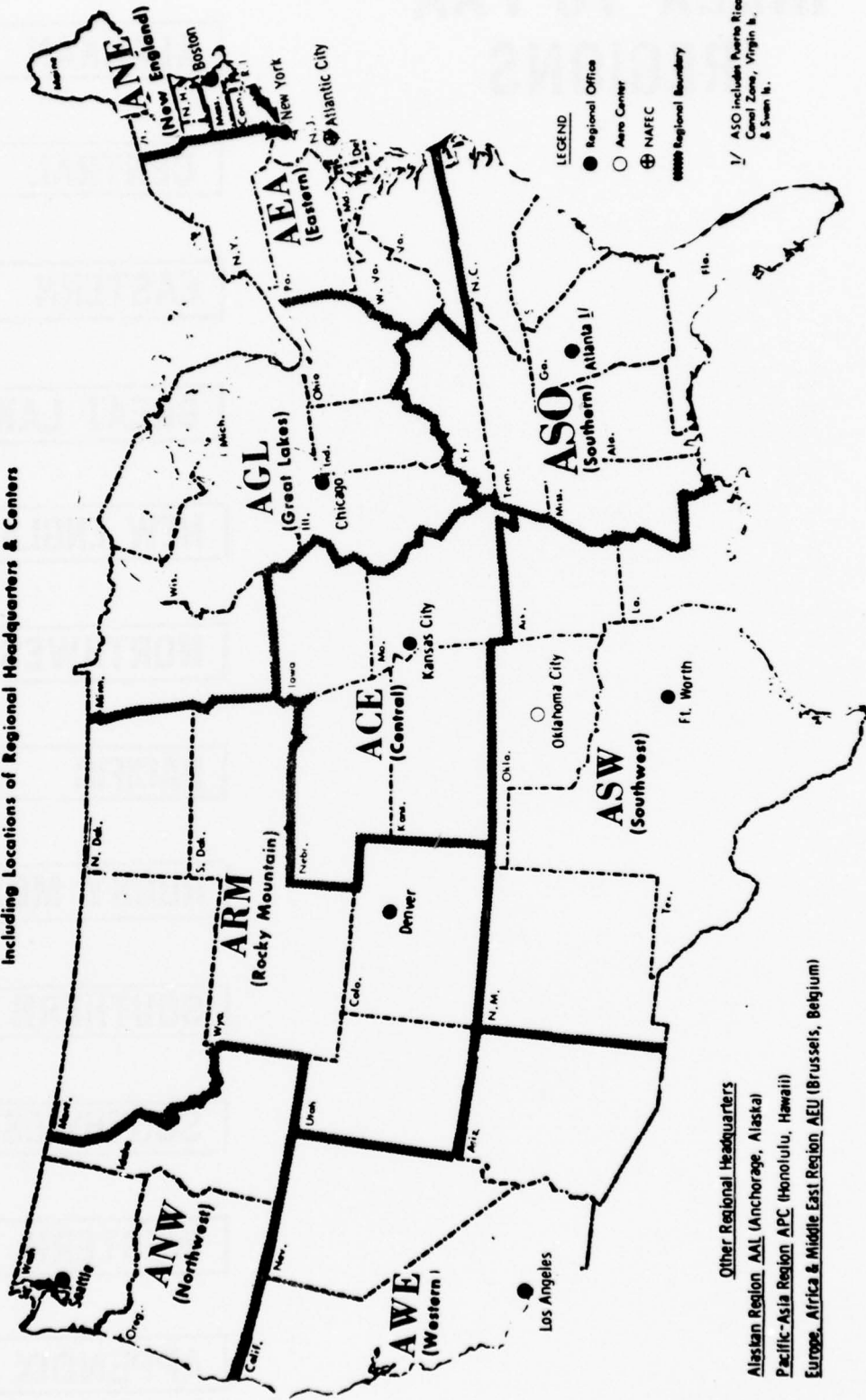
APPENDIX A

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Department of Transportation
Federal Aviation Administration

FAA REGIONAL BOUNDARIES

Including Locations of Regional Headquarters & Centers



INTRODUCTION

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VOLUME IV

INTRODUCTION

In order to document environmental activities and special environmental problems at particular airports, Volume IV provides a summary of supplemental data not directly answerable on Form 1050-5. Because this information cannot be coded into a computer-readable format from Form 1050-5, it is not accessible from computer terminals.

Supplemental information is provided concerning state statutes, local level government actions, noise control committees and activities, airport use restrictions, flight operations, noise abatement procedures, noise-sensitive or potentially noise-sensitive areas located near particular airports, and noise complaints at airports.

Information for each airport is shown on a page headed by the airport name, the city associated with the airport, the two-letter state abbreviation, the FAA Region, and the airport's location identifier (LOCID).

This volume is correlated to Volume III and the computer readouts, listing FAA regions alphabetically as well as listing individual airports alphabetically by LOCID within each region. Airports and their LOCID's by region are listed alphabetically in the index section following the introduction.

All information in this volume was gathered by one or more of the following

methods:

- A. Researching existing files or publications for information pertinent to environmental restrictions at airports.
- B. Interviewing selected FAA personnel to solicit information concerning environmental restrictions or procedures at airports.
- C. Personal on-site observations and evaluations of restrictions and procedures at various airports.

Due to restrictions on solicitation of information from the general public and other non-FAA personnel or facilities, data contained herein is limited to the availability at the time of study and subject to change.

All restrictions and procedures indicated for particular airports in this volume are either formal or informal in nature; informal restrictions or procedures are complied with on a request basis.

In this volume, 'Part' refers to major categories shown on Form 1050-5 (see Appendix B); for example, Part 2, Local Government Actions. Subset(s) refer to more specific categories, such as B. Land use Control, or B-1. Zoning. Available supplemental information or comments are entered under the headings of each category and subset to provide additional detailed information.

Data concerning the first section of Form 1050-5, State Statutes (aviation related environmental restrictions or regulations administered at the state level) is not

included in the computer data bank; this information is in Appendix A of this volume. States are listed alphabetically with statutes applying to each state and airports affected by the statutes.

ALASKAN

ALASKAN REGION

ALASKA

Anchorage International

Anchorage, AK

AAL

ANC

Part/Subset(s)

Comments

2B1	Areas to east and southeast are zoned industrial up to 1/2 mile from airport boundary.
2D6	Trees and bushes on the south provide a noise barrier.
2D7	Runway 14-32, 10, 500' long, is under construction for operations and noise abatement.
3B	EIS for new runway contained all components of an ANCLUC study.
5C1	Runways 6 and 24 are preferential for landings and departures, respectively.
5C2	Landings are to the east when possible.
5C3	Takeoffs are to the west when possible and eastbound jets maintain runway heading to 1500' altitude or 8 DME.
6A	These facilities extend from the northeast and south boundaries and beyond.
6B	
6C	
6E	
6G	
6H	

Fairbanks Airport

Fairbanks, AK

AAL

FAI

Part/Subset(s)

Comments

2B1

Undeveloped adjacent areas are zoned for compatible land use.

6A

6C

6E

6G

} These facilities extend north-northwest from airport boundary and from 1/4 mile to 4 miles east-northeast.

Juneau Airport

Juneau, AK

AAL

JNU

Part/Subset(s)

Comments

2DOA

About 70 acres have been acquired in northwest for land-use compatibility.

6A

6C

6E

6G

Schools, residential areas, churches and parks are 1/2 mile and 1 1/2 miles northwest.

Merrill Field

Anchorage, AK

AAL

MRI

Part/Subset(s)

Comments

2B1	Area to the north is zoned for industrial use.
3C	Master plan study is underway which contains all ANCLUC components.
4A0 4A6	These aircraft must have prior management approval for operation.
5C1 5C3	Runway 33 is preferential. Departures from Runway 33 maintain runway heading to 500'. Departures from Runway 6 make right climbing turn immediately after takeoff.
6A 6B	Schools are scattered in all neighboring areas. A hospital is on airport southeast boundary, with others scattered in surrounding areas.
6C } 6E } 6G }	Residential areas, churches and recreation facilities extend from airport boundary in all directions.

CENTRAL REGION

**IOWA
KANSAS
MISSOURI
NEBRASKA**

CENTRAL

Waterloo Municipal

Waterloo, IA

ACE

ALO

Part/Subset(s)

Comments

5J	'Keep 'em high' program in effect and large aircraft are kept away from city south of airport.
6A	Nearest school is 2 miles southeast.
6B	A hospital is 2 1/2 miles east-southeast.
6C	Residential areas are 2 miles southeast and south and 1 mile west.
6E	All churches are south of airport.
6G	Parks are 2 miles south and southeast.

Burlington Municipal

Burlington, IA

ACE

BRL

Part/Subset(s)

Comments

2A	Airport operates under city noise abatement regulations.
2B1	City has proposed industrial zoning for area south of airport. County is planning land use.
3A	Airport Advisory Committee is composed of airport management, users, FAA, citizens and local business groups.
3C	ANCLUC study has just begun.
5C2	Runways 12 and 18 are directed right and Runway 30/36
5C3	left to avoid city to north and east.
5H2	Runway 18 is displaced 1200' south for obstruction clearance with noise effect.
6A	Schools are 1 mile north and 3/4 mile southeast.
6B	Nursing home is 1 1/2 miles east.
6C	Residential areas surround airport with least density to west, southwest and south.
6E	There are five churches 2 miles north, two 2 miles northwest and one 3/4 mile northeast.
6G	City parks are 1 mile east and northeast.
6H	Seven hotels are 3 miles north and northwest.

Cedar Rapids Airport

Cedar Rapids, IA

ACE

CID

Part/Subset(s)

Comments

2B1	Construction applications in airport vicinity are reviewed by city council and Cedar Rapids Airport Commission for land use compatibility.
2D0A 2D0B 2D9	Acquisition of 1200 to 1500 acres over past 2 years has been for expansion and land use compatibility. Air pollution monitoring equipment is in center of field.
4D1	Restricted to far ramp in east central area. Prolonged runup restricted to western edge.
5I 5J	Practice area is 10 miles west of airport. "Keep 'em high" program in effect.
6A 6C	Schools are 3 miles northeast. Residential areas are low density, 2 miles east and south-east.

Columbia Regional

Columbia, MO

ACE

COU

Part/Subset(s)

Comments

2D6

Trees are on all quadrants.

Des Moines Municipal

Des Moines, IA

ACE

DSM

Part/Subset(s)

Comments

2D5	Blast fences and shed-type suppression equipment are maintained by Air National Guard.
3C	An ANCLUC study has been proposed.
6A	There are schools east and southeast with nearest at airport boundary.
6C	Residential areas are adjacent to airport on south, southeast and east boundaries and beyond.
6E } 6F } 6G } 6H }	All types of noise sensitive facilities, are located south, southeast and east of airport boundary.
7D	Military flights are responsible for most complaints.

Davenport Municipal

Davenport, IA

ACE

DVN

Part/Subset(s)

Comments

5C3	Maintain runway heading to 800' before turning.
5J	Helicopters must stay clear of residential areas. Air National Guard uses noise abatement procedures.
6A	A school is 3 miles north.
6C	Residential areas are 1 3/4 miles southwest and 3 miles north.
6H	Hotels are 2 miles east-southeast.

Fort Dodge Municipal

Fort Dodge, IA

ACE

FOD

Part/Subset(s)

Comments

2D6

Trees are on northwest and west quadrants and airport is surrounded by rural areas outside boundary.

Forbes Field

Topeka, KN

ACE

FOE

Part/Subset(s)

Comments

2B2	A pending city regulation may be implemented in 6 - 8 months requiring soundproofing inside the NEF 35 noise contour.
2D5	Hush-shed equipment on northwest quadrant is maintained by Air National Guard.
4D1	Air National Guard performs runup in northwest quadrant, restricted from 11 p. m. to 7 a. m.
5C1	Landings are on Runway 31 and departures are on Runway 13 from 11 p. m. to 7 a. m.
5E	Air National Guard quick turnout and maximum climb are recommended.
5J	Other Air National Guard procedures are practiced.
6A	Schools are 3/4 mile east, 3/4 mile northwest and 1 1/2 miles west.
6C	Residential areas are dense 2 miles north and scattered in all other directions, with a trailer park 2 miles northwest.
6E	Churches are in all areas, with many to the north.
6G	Recreational facilities are 4 miles northeast and 1 mile west.
6H	Hotels and motels are primarily 3 to 4 miles north.

Hall County Regional Airport

Grand Island, NB

ACE

GRI

Part/Subset(s)

Comments

2D1	Industrial use only permitted within noise contour areas.
5C1	Runway 35 is preferred.
5I	Flight training only in designated areas.
5J	Traffic pattern altitude was raised from 2150' to 2650' 2 or 3 years ago.
6A	A school is 3 miles southwest.
6B	Hospitals are 2 1/2 and 3 miles southwest.
6C	A residential area is 1 1/2 miles north.
6G	Golf course is south of airport.

Wichita Mid-Continent

Wichita, KN

ACE

ICT

Part/Subset(s)

Comments

2D0A	One hundred acres have been acquired, mostly to the north and south, for land use compatibility.
2D6	Blast fence in northwest quadrant used for jet runups.
3F	Monthly Airport Operators meeting discusses noise problems.
5C3	Departures to north immediately turn 10 ⁰ right to avoid noise sensitive areas. Departures to south turn to avoid city of Doby.
6A	Schools are 2 1/2 miles northwest.
6C	Residential areas are 3 miles north and 4 1/4 miles northwest.
6E	Churches are north and northwest.
6G	Golf course on western boundary.
6H	Hotels 1/2 to 3 miles north.

Jefferson City Memorial

Jefferson City, MO

ACE

JEF

Part/Subset(s)

Comments

2D6

Trees and a bluff on north side with natural barrier on south side.

6D

Residential areas are 1 mile west and south.

Joplin Municipal

Joplin, MO

ACE

JLN

Part/Subset(s)

Comments

2D6	There are scattered trees in north quadrant.
5C3	Departures of large aircraft and jets from Runway 13 climb to 1500' before turning.
5J	"Keep 'em high" program in effect.
6A	Schools are 2 1/2 miles northeast and 3 miles southeast.
6B	A nursing home is 1 3/4 miles southeast.
6C	Residential areas are 2 1/2 miles northeast and southeast.
6E	Churches are scattered to northeast and southeast.

Fairfax Airport

Kansas City, KN

ACE

KCK

Part/Subset(s)

Comments

- | | |
|-----|--|
| 2Da | City specifies preferential runways for landing to north and departing to south. |
| 3A | A Kansas-based committee is working to promote the airport but a Missouri-based group wants to close it because of night-time noise. |
| 4A9 | DC-3 and larger aircraft have taxiway restrictions. |
| 5C1 | Runways 35 for approach and 17 for departure are preferential. |
| 5C3 | Departures from Runway 17 use heading 210° and follow river to 3000' altitude. |
| 6A | Schools are 1 mile north and northeast. |
| 6C | Residential areas are 1 mile north and northeast and beyond. |
| 6E | Churches are north and northeast, 1 mile and beyond. |
| 6F | A public gathering place is 1 mile northeast. |
| 6G | Parks are north and northeast. |
| 6H | Hotels and motels are north and northeast. |

Lincoln Municipal

Lincoln, NB

ACE

LNK

Part/Subset(s)

Comments

2D5	Hush shed equipment in southeast quadrant used for engine runup.
3A	Airport Advisory Committee, organized by airport, includes user, citizen, FAA and management representatives.
3C	ANCLUC study underway.
5C2	Approaches from north to Runway 17 and from south to Runway 35 keep west.
5C3	KC135 aircraft climb to 4000' on runway heading.
6C	Residential areas are at west boundary and 1 mile south.
6E	Churches are to west and south.
6H	Motels are 1 mile southeast and southwest.

Kansas City International

Kansas City, MO

ACE

MCI

Part/Subset(s)

Comments

2B1	City reviews construction applications for land use compatibility as a part of an effective zoning plan.
2D0A	Acquisitions to impede development has included 800
2D0B	acres and 10 homes.
2D5	TWA maintains shed-type suppression equipment.
2D6	Trees are along all airport boundaries.
3A	Airport Advisory Committee is composed of management, users, FAA, citizens and other interested parties.
5J	Jets reduce power 10 to 20 miles away and use a stabilized approach.
6H	Five hotels are on east and southeast part of airport.

Kansas City-Downtown

Kansas City, MO

ACE

MKC

Part/Subset(s)

Comments

6B

Hospital is 3 miles northeast.

6C

Residential areas are 1 1/2 miles northwest, north,
and northeast.

Eppley Field

Omaha, NB

ACE

OMA

Part/Subset(s)

Comments

2DOA 2DOB	Acquisition of 50 homes on 20 to 30 acres in south quadrant is in process.
3A	Informal Airport Advisory Committee is composed of city, airport management, FAA and user representatives.
3C	ANCLUC study is underway.
5C1	Runway 14 for landing and Runway 32 for departures are preferred.
5C2	Arrivals from southeast must avoid Council Bluffs.
5C3	Departures from Runway 14 turn left as soon as possible to avoid Council Bluffs.
6A 6B 6C 6D 6E 6F 6G 6H	Noise sensitive areas of all types abound 1 to 5 miles south and southeast of airport.

Springfield Municipal

Springfield, MO

ACE

SGF

Part/Subset(s)

Comments

4D1	Engine runups are kept away from control tower area.
5J	C-130 traffic is kept to west of airport.
6A	Nearest school is 1/2 mile southeast.
6C	Residential areas are 1/2 mile east and beyond.
6E	Churches are to east.

Salina Municipal

Salina, KN

ACE

SLN

Part/Subset(s)

Comments

2D6

Trees are on east and northwest quadrants.

5C3

Runways 35 and 17 departures turn west.

6H

A soundproof hotel has been proposed near the north boundary.

Rosecrans Memorial

St. Joseph, MO

ACE

STJ

Part/Subset(s)

Comments

2D6

Trees are scattered along all airport boundaries.

<u>Part/Subset(s)</u>	<u>Comments</u>
2D0A } 2D0B }	Acquisition of 71 acres in west quadrant required the relocation of 140 families from 60 residences and 70 mobile homes.
2D5	McDonnell Douglas Corp. maintains shed-type noise suppression equipment and blast fences in northwest, north, and northeast quadrants.
2D8	Noise monitoring system at airport is operated by city of St. Louis.
3A	Informal Airport Advisory Committee, established by airport, meets on a quarterly basis with representation by management, FAA and citizens.
4D1 } 4D2 }	Engine runup confined to north quadrant and restricted from 11 p. m. to 6 a. m.
5C3 5I	Departures maintain runway heading to 1500' MSL altitude. No student training permitted for safety reasons.
6A	Schools scattered in all quadrants. The most noise sensitive area 1 to 2 miles east.
6B	Hospital 2 miles east.
6C	Residential areas surround airport with highest density east.
6D	Historic site is 4.5 miles east-southeast of airport.
6E	Churches scattered in all quadrants.
6F	Outdoor concert hall 3 miles east-southeast.
6G	Stadium is 4.5 miles east-southeast.
6H	Hotels are scattered in all quadrants.

Sioux City Municipal

Sioux City, IA

ACE

SUX

Part/Subset(s)

Comments

2D6

Trees are scattered along the southwest to north boundaries.

5J

Air National Guard uses maximum climb on takeoff.

6A

A school is 2 miles east.

6C

Residential areas are 2 miles east with some old apartments on east boundary.

6E

Churches are 2 miles east.

6H

Hotels are 1 mile east.

EASTERN REGION

**DELAWARE
DISTRICT OF COL.
MARYLAND
NEW JERSEY
NEW YORK
PENNSYLVANIA
VIRGINIA
WEST VIRGINIA**

EASTERN

Allentown-Bethlehem-
Easton Airport

Allentown, PA

AEA

ABE

Part/Subset(s)

Comments

3A	Queen City noise committee has engaged in litigation with airport.
3C	An ANCLUC study has been proposed.
5C1	Runway 6 is preferential when wind is calm.
5C2	Turbojets and aircraft over 50,000 lbs. on circling approach turn north 2 miles out on final approach to avoid populated areas to the east.
5C3	Departures are informally requested to maintain runway heading until sufficiently high to avoid noise-sensitive areas.
5I2	Practice approaches by turbojets and other large aircraft are restricted from 11 p. m. to 7 a. m.
6A	A school is 1 1/2 miles northwest, with others scattered to the southeast.
6B	Hospitals are 2 miles southeast.
6C	Residential areas extend outward from southeast airport boundary.
6E	Churches are scattered in the southeast.
6H	Motels are scattered throughout area southeast of airport, with the nearest 2 1/2 and 4 miles away.

Part/Subset(s)

Comments

2B1	A land-use compatibility study by NAFEC, the County and local government resulted in zoning for noise and safety.
2C2	Atlantic City Medical Center was constructed with additional soundproofing.
2D5	Shed-type noise suppression equipment is located on the west side of the field.
2D6	Blast fences are located in various areas on the field.
2D8 } 2D9 }	These systems are operated by NAFEC.
3B2	A land-use compatibility study has just been completed.
5C1	Runways 13 and 31 are preferential for arrivals and departures, respectively.
5C3	Jets and other departing aircraft weighing 12,500 lbs. or more are to maintain runway heading until reaching 2,000'.
5I1 5I2 5I3	Training is informally restricted from 10 p. m. to 7 a. m. and from 7 p. m. Saturday to noon Sunday.
6A	Schools are scattered in all surrounding areas.
6B	A hospital is 3 miles northeast.
6C	Residential areas are 2 miles north, 3 miles northeast, and northwest, and 5 miles east.
6E	Churches are scattered in all surrounding areas.
6G	Recreational facilities are 2 to 3 miles east and northwest.
6H	Motels are scattered in all surrounding areas.

Part/Subset(s)Comments

2D6	There is a tree line on the northeast.
3A	A noise committee from the White Hall Area, 2 1/2 miles west, has presented petitions to the airport.
4D1	Aircraft over 12,500 lbs. use northwest end of Runways 12 or 23 for runup.
5I	Training flights are prohibited for aircraft over 12,500 lbs.
6A	Schools are 2 1/2 miles west and scattered in other areas.
6B	A hospital is 2 miles southwest.
6C	Residential areas and churches surround the airport,
6E	with the west side most noise sensitive.
6H	Motels are on the south and southeast airport boundary.
7B	Noise complaints have declined since training restrictions were instituted.

Albany County

Albany, NY

AEA

ALB

Part/Subset(s)

Comments

2D1A } 2D1B }	Noise easements have been proposed for the northside, with expected purchase completion within 3 years.
3A	The Sunset Terrace Homeowners Association from Colonie in the south is active.
3C	An ANCLUC study has been proposed.
5C1	Runway 1 is preferential for calm wind condition.
5C2	Landings from north follow Hudson River and turn left over shopping center to avoid noise sensitive areas.
5C3	Departures from Runways 28 maintain runway heading to 1000' and make climbing right turn to heading 310°. Departures from Runway 10 maintain runway heading to 1000' and make climbing turn to heading 350°. These headings are to be maintained until an altitude of 2000' is reached.
5J	Air National Guard and police helicopters are to be kept over highways.
6A	Schools are scattered to the west and south, 1 1/2 miles from airport boundary and beyond.
6B	There is a nursing home on the southwest boundary and a hospital 1 1/2 miles east.
6C	Residential areas extend south from airport boundary, others are located 1 mile west and southwest, and several are scattered through areas to the north.
6E	Churches are scattered throughout airport vicinity.
6F	Saratoga Open Air Theater, 20 miles north, is considered noise sensitive in the summer.
6G	Golf courses are 1 mile north and west, with tennis courts 1 mile south.
6H	Hotels and motels are 1 mile south and beyond.

Wilkes-Barre
Scranton International

Wilkes-Barre-Scranton

AEA

AVP

Part/Subset(s)

Comments

3 Master plan completed.

5C An informal procedure to avoid church on Sunday morning and Wednesday evening.

6C Southwest quadrant, 1/2 mile.

6E Northeast quadrant, 3/4 mile.

6G Amusement park, 1/2 mile in northeast quadrant.

Notes: A law suit is pending wherein a man claims he and his children are losing their hearing.

Runway 04 is designated noise sensitive.

Zahns Airport

Amityville, NY

AEA

AYZ

Part/Subset(s)

Comments

5I1	Touch and go operations are not permitted.
6B	A hospital is 3 miles south.
6C	Residential areas extend from airport east and west boundaries and are scattered to the south.
6E	A church is 1 mile south, with others scattered to the east and west.
6G	A park is 1/4 mile west.
6H	Motels are 1 mile northwest and east.

<u>Part/Subset(s)</u>	<u>Comments</u>
2B1	Only airport-compatible construction is permitted within noise-contour zone.
2D1B	Fly-over easements have been purchased for \$1. 00.
2D6	There is an earth berm along the north boundary.
2D7	A new runway is planned for general aviation aircraft so that large aircraft will have better access to noise-abatement runways.
3A	The "Baltimore-Washington International Airport Environmental Committee" is comprised of airport management, FAA, city representatives, users and interested parties.
4B1B	Aircraft may not use Runway 4-22 from 10 p. m. to
4B2A	7 a. m.
4D1	Engine runup is permitted only in terminal area,
4D2	and may not exceed 60 seconds duration from 10 p. m. to 7 a. m.
5A1	Glide-slope angle is set at 4 ^o VASI.
5C1	Runways 15R, 33L and 10-28 are preferential.
5C3	Pilots are informally requested to stay clear of populated areas.
5D	Air carrier operations are distributed on preferential runways.
5I1	Touch and go operations are prohibited on air carrier runways.
5J	Helicopters are to cross airport boundary at designated points, at 300', and may not use any crossing point more than twice during each time period. A noise-complaint hot-line has been provided by state aviation authorities.
6A	Schools are 1 mile northeast, 3 miles southeast, and scattered in other neighboring areas.
6B	A hospital is 5 miles southeast.
6C	Residential areas extend from northeast, east, and southeast boundaries, with others scattered in all surrounding areas.
6E	A noise-sensitive church is 3 miles southeast, with others scattered in all areas.
6G	County recreational area is on south airport boundary.

Baltimore-Washington International (Continued)

Part/Subset(s)

Comments

6H

A motel is on northwest airport boundary, with others scattered in all areas.

Broom County Airport

Binghamton, NY

AEA

BGM

Part/Subset(s)

Comments

2D6

Airport is 800' above city, with trees around all sides.

6E

A church is 1 1/2 miles southeast.

6F

A drive-in theatre is 2 1/2 miles southwest.

Monmouth County Airport

Belmar, NJ

AEA

BLM

Part/Subset(s)

Comments

4D2	Engine runup is prohibited from midnight to 6 a. m.
5I1	Touch and go flights are prohibited.
6A	A school is 3 1/4 miles southeast.
6C	A residential area is 1/4 mile to 3/4 miles southwest.
6D	Allaire State Park is 1 1/2 miles north.

Part/Subset(s)

Comments

- 3A Committee comprised of FAA, managers, and airline representatives to deal with noise complaints and special procedures.
- (There are also temporary committees organized during election periods by citizen groups.)
- 3C Master plan.
- 4B1E }
4B2B } There is a restriction which permits only one aircraft per hour for runup maintenance from 11 p. m. to 7 a. m. Runup is to last only 5 minutes and to be located at runup block on Runway 23.
4D1 }
4D2 }
4E4 }
- 5C3 Runway heading to 3000' for departures.
- 6A College located 1 mile, north-northeast. Schools in west, 2 miles. No problems.
- 6C 1 mile southwest quadrant in flight track.

Cumberland Municipal

Cumberland, MD

AEA

CBE

Part/Subset(s)

Comments

2D6

Trees surround airport.

6A

A school is 1/2 mile southwest.

6B

A hospital is 2 1/2 miles north.

6C

Residential areas and churches surround airport ,
with the western side most noise sensitive.

6E

6H

A motel is 2 1/2 miles west.

Caldwell/
Essex County Airport

Caldwell, NJ

AEA

CDW

Part/Subset(s)

Comments

2C4	A one-story private industrial research building near the airport has been soundproofed.
2D6	There are trees along the north edge of the airport.
4D1	Runups are made in center of airport with jet blast directed toward trees on the north.
5C1	Jets must use Runway 4-22.
5C3	Departures from Runways 22 and 27 maintain runway heading until reaching 800' altitude. Jets departing to the east must proceed 2 miles from field before turning.
6A	Schools are 1/2 mile west and east.
6C	Residential areas are 1/2 mile from field in all areas except south, with highest population density on the east.
6E	Churches are scattered in all surrounding areas.
6F	A drive-in theatre is 1 mile east.
6G	A recreational facility is 1/4 mile south.

Charlottesville-Albemarle
Airport

Charlottesville, VA

AEA

CHO

Part/Subset(s)

Comments

2B1	Zoning is being revised to include noise-contour basis.
2D6	Trees surround airport.
4D1	Engine runup is prohibited in airport north area.
6C	All areas are very sparsely residential.
6E	Churches are 1/4 mile south and 1/2 mile east.
6G	A recreational lake is 1 mile north.

Kanawha

Charleston, WV

AEA

CRW

Part/Subset(s)

Comments

2D6	Trees on all boundaries. Also located on top of mountain.
3B	Part of the Master Plan.
5A5	In process of implementation - scheduled for January or February 1979.
5J	'Keep'em high program. '
6A	3 miles, south and east.
6C	1 1/2 miles, west. South and east, 3 miles.
6D	'Coon Skin Park,' northeast quadrant on boundary.
6E	Scattered.
6G	Park, northeast quadrant.
6H	3 miles, south, east, and west of the airport.
7A	Noise is no problem except occasionally with Air National Guard aircraft.

Capital City

Harrisburg, PA

AEA

CXY

Part/Subset(s)

Comments

2B1	City zoning dictates review of construction applications for noise-compatible land use.
2C3	Homes 1 to 2 miles northwest have been soundproofed.
2D6	Trees are located on south and west.
4D1	Three designated engine runup pads are used with blast facing away from homes.
5H2	Runway 2 is displaced 510' for obstruction clearance with a noise abatement effect.
6A	Schools are 1/4 mile north and beyond.
6B	Hospitals are 3 miles north and 4 miles northwest.
6C	Residential areas, churches and recreation facilities are
6E	1 mile north and beyond.
6G	
6H	Motels are 1 1/2 miles west.

Part/Subset(s)

Comments

3A	Approximately 20 area committees are active in encouraging aviation-noise abatement.
3C	An ANCLUC study has been proposed.
4A9	SST aircraft, wide-body jets and four-engine air carrier jets are not permitted.
4B1B	A voluntary curfew restricts air carriers from
4B1E	10 p. m. to 7 a. m. and business jets from 11 p. m.
4B2A	to 7 a. m.
4B2C	
5C1	Runway 18-36 is preferential for jet aircraft operations.
5C2	Arriving aircraft follow Potomac River from 10 miles north or from 5 miles south of the field.
5C3	Departures follow river until 10 miles north or 5 miles south of airport. Maximum climb is specified up to 1,500', with a climb rate of 500' per minute to be maintained thereafter until 10 miles from field.
5E	See comment 5C3
5F	
5I	Flight training is not permitted.
6A	These facilities are located in all surrounding areas and along the Potomac River corridor.
6B	
6C	
6D	
6E	
6F	
6G	
6H	

Chemung County

Elmira, NY

AEA

ELM

Part/Subset(s)

Comments

2B1	There is an ordinance which prohibits any residential construction in airport vicinity until a study is completed on the airport. The study is a land use compatibility plan commissioned by the township. The study is exploring the possibility of soundproofing.
2D0,	Runway 24 in the northeast quadrant has been expanded. This included 250 acres of land acquisition with buffer (one farm home involved).
2D6	Trees in the northeast quadrant of airport. The study is exploring the possibility of earth berms.
3C	Draft completed, final plan expected in one month.
4D1	Runup maintenance in northeast quadrant on an out-of-commission runway.
5I1 5I2	Informal restriction - no touch and go operations between 11 p. m. and 7 a. m.
6A	Northeast quadrant, 2 miles. Southwest quadrant, 3 miles.
6B	Nursing home in northeast quadrant, 2 1/2 miles.
6C	Scattered in all quadrants.
6E	Scattered in northeast quadrant.
6H	East, 1 mile.

Erie International

Erie, PA

AEA

ERI

Part/Subset(s)

Comments

3B	There was an EIS for extension of Runway 6/25 (500'). Master plan completed.
4BLJ	There is an informal procedure which tries to curtail operations of air carrier and military aircraft during night hours and Sunday mornings.
5C1	Informal procedure requiring a runway heading of Runway 24 until 2000'.
6A	Schools in all quadrants; noise presents no problem.
6C	All quadrants on boundary, no problems.
6E	All quadrants scattered, no problem.
6G	Large recreation facility in north-northeast quadrant.
6H	North-northeast quadrant, 3 miles.
7A	Very few complaints.

Newark International

Newark, NJ

AEA

EWR

Part/Subset(s)

Comments

2A	Port Authority has set maximum departure fly-over noise level of 112 dB PNEL.
2D8	Port Authority operates noise-monitoring system at airport.
3A	There are 12 to 15 noise committees in the metropolitan area.
4D1 } 4D2 }	Engine runup is discouraged from 10 p. m. to 7 a. m. in all areas except the northwest, where it is altogether banned during these hours.
5C1	Runways 4 and 22 are preferential. Runways 11 and 29 are avoided unless conditions dictate their use.
5C2	VFR approaches maintain 2,000' as long as possible.
5C3	Departures from Runway 22 turn to 190°, climb to 2,000', turn to 290° and continue climbing until cleared by tower to set course to destination. Aircraft departing Runway 4 turn to heading 060°, climb to 2,000', turn to 290°, and continue climbing until permitted to proceed on desired course. Runway 11 departures continue on runway heading in 2,000', where a turn to 265° is made and that course held until clearance is granted by departure control for desired heading.
5I	Training flights are not permitted.
6A	These facilities are scattered in all surrounding areas, with the northwest, west and southwest most noise sensitive.
6B	
6C	
6D	
6E	
6F	
6G	
6H	

Flushing Field

Flushing, NY

AEA

FLU

Airport temporarily closed for one year due to safety reasons.

Suffolk County Airport

Westhampton Beach, NY

AEA

FOK

Part/Subset(s)

Comments

- | | |
|-----|---|
| 2D6 | Trees are on the south, between airport and town, with others scattered around airport. |
| 5C1 | Runways 6 and 24 are preferential for departures and landings, respectively. |
| 5C3 | Large aircraft and jets departing from Runway 24 maintain runway heading to 2,000' altitude. |
| 5J | Aircraft may not fly over Westhampton Beach to the south. |
| 6A | Schools are 1 3/8 miles south-southwest. |
| 6C | Residential areas are 1 1/2 miles south and northeast, and 3 miles southeast. |
| 6D | A bird sanctuary is 1 mile southeast. |
| 6G | Recreational areas, hotels and motels in this resort area are on northeast boundary and 1 mile south, |
| 6H | southeast, and southwest. |

Republic Airport

Farmingdale, NY

AEA

FRG

Part/Subset(s)

Comments

2D6

There is a tree line on east side and a blast fence at the end of Runway 32.

5C3

Informally, departures from Runway 32 make a right turn to heading 360⁰ and fly out along highway.

6C

A residential area is 1 1/2 miles west.

6E

A national cemetery is on the east airport boundary.

Warren County Airport

Glens Falls, NY

AEA

GFL

Part/Subset(s)

Comments

6A	Schools are 2 miles southeast.
6C	Residential areas and churches are 1 mile north
6E	and 2 miles southeast.
6G	Recreational facilities are 2 1/2 miles southwest.
6H	Motels are 3 miles southwest and scattered in other areas.

Hagerstown Regional Airport

Hagerstown, MD

AEA

HGR

Part/Subset(s)

Comments

5J

Large aircraft traffic pattern is informally north of field to avoid population on south and southeast.

6A

A school is 2 1/2 miles southeast.

6C

Residential areas are 2 1/2 miles southeast and 1/4 mile north.

6E

A church is 1 mile north with others scattered in southeast.

<u>Part/Subset(s)</u>	<u>Comments</u>
2D8	A portable noise monitoring system is used to check complaint areas.
3A	Westchester County Airport Advisory Commission, Northwest Greenwich Civic Association, Westchester County Pilots Association and another committee from Greenwich are all active.
3C	An ANCLUC study has been ordered in response to noise litigation.
4B1E 4B2A 4D1 } 4D2 }	Jet aircraft observe a voluntary curfew from 11 p. m. to 6:30 a. m. Engine runup is confined to three designated areas in center of field, northwest and northeast, and is restricted from 10 p. m. to 7 a. m. and until 9 a. m. on Sundays.
5C2	Aircraft are to stay above 3,000' until within 2 miles of field.
5C3	Jets and other aircraft over 12,500 lbs. departing Runway 16 must climb to 1,000' or above before turning right, and to 1,500' or above before turning left. Jet departures from Runway 34 must turn to heading of 295° at 1,000'.
5E	Aircraft may use maximum climb to 2,000' or reduce
5F	takeoff thrust, based on pilot's option.
5G	Aircraft are informally encouraged to use minimum reverse thrust.
5I1	Training operations are prohibited from 10 p. m. to
5I2	7 a. m. and until 9 a. m. on Sundays.
5I3	
5J	Traffic pattern altitude has been raised to 2,500' for noise abatement.
6A	Schools are scattered in all neighboring areas.
6B	Hospitals are 3 to 4 miles east, southeast, southwest, and northwest.
6C	Residential areas and churches surround the airport,
6E	with highest density northwest and southeast.
6F	Concert halls are 2 miles north and west.
6G	Recreational facilities are scattered in all areas.
6H	Motels are 1 1/2 miles northeast and scattered to the north and east.

Part/Subset(s)

Comments

- 2D0A In the east of the airport, approximately 60 acres was acquired. In the west, about 250 acres. This acquisition was for both expansion and for a buffer. This acquisition has taken place in the past 2 years, and more is planned. It was included in the Master Plan of 1971.
- 2D6 Trees on south, southeast, and west boundaries. Since the airport is located on top of a mountain, the airport itself is a natural barrier.
- 3B Included in the Master Plan.
- 6B There is a Veterans Administration hospital located approximately 2 1/2 miles away from the northwest boundary.
- 7A Very little noise problem at this airport.

Part/Subset(s)Comments

2B1	Fairfax County on the southeast and Loudoun on the northwest review construction applications for compatibility of intended land use with proximity of airport.
3A	A number of small complaint committees arose in opposition to the Concord, but are largely inactive at present.
3C	An ANCLUC study has been proposed.
4B1B } 4B2C }	The Concord SST may not operate from 10 p. m. to 7 a. m.
5A4	This procedure is specified for Concord approaches only.
5J	SST aircraft are routed west of field whenever possible.
6A 6C 6E 6G 6H	These facilities are located in Sterling Park, 3 miles northeast; Centerville, 5 miles south, and Reston, 3 miles east.
7G	Concord operations have been responsible for many of the complaints.

Part/Subset(s)

Comments

- | | |
|----|--|
| 5J | Military aircraft avoid noise-sensitive areas in vicinity. |
| 6C | Residential areas extend from airport boundary on all sides except to the north. |
| 6E | A church is 1 mile southwest, with others scattered in all areas. |
| 6F | A convention center is 5 miles southwest. |
| 6H | There are approximately 300 hotels and motels within a 5-mile radius of the airport. |

Greater WilmingtonWilmington, DEAEAILG

<u>Part/Subset(s)</u>	<u>Comments</u>
2C1 2C2	A technical school and hospital 3 miles northwest have been soundproofed.
3A	Noise committee was organized by airport to represent them, the FAA, users and other interested parties.
5C1	Preferences are informally to avoid use of Runway 27 for landings or Runway 9 for departures.
5I1	No turbojet or four-engine training is permitted on Runway 9-27.
5I2 5I3	No turbojet training is allowed from 10:30 p. m. to 7 a. m. or Sunday until 11 a. m.
6A	A school is 1 mile east.
6B	A hospital is 3 miles northeast, with another proposed 3 miles northwest.
6C	Residential areas extend from east boundary and others are 1 mile west and beyond.
6E	A church is 1/2 mile east, with others beyond.
6H	A motel is 1/2 mile southeast.

Williamsport-Lycoming County

Williamsport, PA

AEA

IPT

Part/Subset(s)

Comments

2D6

Trees are located on west and south boundaries.

6A

A school is 1/4 mile north.

6C

Residential areas and churches extend north from airport boundary, widening into the northwest.

6E

6H

Motels are 3 miles north and west.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	City owns airport and sets regulations and procedures.
2B1	The City and county zoning authorities review construction applications for compatible land use, and are buying land around airport for rezoning to industrial. No residential construction has been permitted in airport vicinity for 3 or 4 years.
2D0A	About 250 acres holding 15 homes have been acquired on the east.
2D0B	
2D7	Runway 6-24 has been extended 1,000' to alleviate need for aircraft to circle to the southwest over populated areas.
2D9	Monitoring system is located on south part of airport.
3A	'Citizens Reacting Against Sudden Holocaust' (CRASH) is a committee from the northeast. The Birchwood Homeowners' Association, on the east, has been less active recently.
3C	An ANCLUC study has been proposed.
4D1	Engine runup is restricted to southwest area and
4D2	from 7 p. m. to 7 a. m.
5C1	Runway 33L is preferential for arrivals and takeoffs.
5C2	Approaches are from high altitude with steep glide slope.
5C3	Departures from Runways 24, 33L, 28 and 15R climb on runway heading to 2,000' and then turn to course 150° or 180°.
5I1	Touch and go flights use Runway 33R. Jet and large air carrier aircraft training has been discontinued.
5J	Traffic pattern altitude is set at 1,100' for aircraft under 12,500 lbs. , and 1,500' for those aircraft weighing more than 12,500 lbs.
6A	Schools are scattered throughout all adjacent areas, and particularly 3 miles northeast and southwest, 4 miles northwest and 5 miles east.
6B	A hospital is 8 miles southeast and a nursing home is 2 miles southwest.

Islip-MacArthur Airport(Continued)

<u>Part/Subset(s)</u>	<u>Comments</u>
6C 6E	Residential areas and churches surround airport from boundary and beyond, with highest density on the east.
6F	Jones Beach is 12 miles southwest.
6G	Parks are located in all surrounding areas.
6H	Motels are 1/2 mile southwest and scattered in other areas.
7D	Complaints have decreased greatly over past 3 years in response to procedural changes in flight operations.

Tomkins County Airport

Ithaca, NY

AEA

ITH

Part/Subset(s)

Comments

2D6	Trees are on all sides of airport.
6A	A school is 2 miles southeast and Cornell University is 4 miles southeast.
6C	Residential areas are 2 miles north and 2 1/2 miles south and beyond. All neighboring areas are sparsely residential.
6D	A wildlife study site is 1/2 mile east.
6F	A stadium is 4 miles southeast.
6G	A golf course is 3 miles southeast.
6H	A motel is 1 1/2 miles southwest.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	Maximum PNEL levels have been established for departures of 112 dB.
2D6	Blast fences are located at various points around boundaries and ends of runways.
2D8	Noise-monitoring system is operated by New York-New Jersey Port Authority.
3A	There are 12 to 15 airport noise committees in the metropolitan area.
3C	Port Authority studies have included most ANCLUC components.
5A5	Profile-descent program will be implemented in the near future.
5C1	A special computer-based Dynamic Preferential Runway System uses weather, traffic and other inputs to suggest the most appropriate selection of runway preference for each six-hour period. The programming of this system incorporates factors that help distribute unavoidable noise equitably in surrounding populated areas. A Midnight Runway Selection System (called MRLS) operates from 11 p. m. to 7 a. m. to direct traffic over water areas to the southwest. Conditions permitting, Runway 13R is ordinarily most preferred.
5C2	Aircraft on the Canarsie Approach come in over the Atlantic from the southwest and follow lead-in lights for the final 2.6 mile curving approach to insure compliance with proper noise-abatement flight path. All arrivals are to maintain 2,000' altitude for as long as possible before landing. All other approved approach paths, like the Canarsie, direct flights over water areas or the least populated portions of neighboring land.
5C3	Aircraft are directed to climb as rapidly as is practical before reaching populated areas. Departure from Runway 13R from 11 p. m. to 7 a. m. turn to heading 185°. Departures from Runways 31R, 31L 4L, turn hard right immediately after takeoff.
5H2	Runways 22R and 31L have been displaced 3,019' and 1,033', respectively, for landings.
5I	Flight training is not allowed.

Part/Subset(s)

Comments

5J

There are a number of procedural and restrictive details regarding runway selection, approach and departure paths, and other measures for noise abatement. Descriptions of these details are too lengthy for inclusion here.

6A

6B

6C

6D

6E

6F

6G

6H

Noise-sensitive facilities of all types are located 3 miles west and immediately northwest, north, and east of airport.

Latrobe AirportLatrobe, PAAEALBEPart/Subset(s)Comments

2D7	New Runway 5-23, under construction, will alleviate aircraft noise impact on populated areas. It will have a threshold displaced 1,000' for noise abatement.
3C	A study done for the new runway development included most ANCLUC components.
4D1 4D2	Engine runup must be done only between 8 a. m. and 5 p. m. on weekdays in the designated southwestern area.
5C1 5H2	Runway 23 is preferential for both landings and departures. Runway 5-23, when completed, will have 1,000' threshold displacement for landings.
6A	A school is 3 miles east.
6B	A hospital is 3 miles north.
6C	A residential area is 1 mile northeast.
6E	St. Francis School and Church are 1 mile north.
6G	A stadium is 3 miles northeast.
6H	Motels are 1/2 mile northeast and 3 miles west.

Linden Airport

Linden, NJ

AEA

LDJ

Part/Subset(s)

Comments

3A	It has been about 2 years since a committee from Linden in the west presented a noise petition.
5C3	Departures from Runway 27 are informally required to turn left as soon as possible after turnoff and follow highway when possible visually.
6A	A school is 1 mile north.
6C	Residential areas extend from west, northwest and north boundaries. Area to northeast is partially residential.
6E	Churches are scattered throughout residential areas.
6G	A park is 1/4 mile northwest.
6H	A motel is 1/4 mile west.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	New York-New Jersey Port Authority has set maximum PNEI levels for departures and flights over surrounding communities.
2D6	Elect fences have been located at strategic points on boundaries and near runways.
2D8	Port Authority operates noise-monitoring system.
3A	Twelve to 15 noise committees are active in the New York City area.
3C	Port Authority studies have included virtually all ANCLUC elements.
4A9	Four-engine jets may not use this airport.
4D1	Runups are done on the northwest side.
4D2	Full-power runup is prohibited from 11 p. m. to 7 a. m.
5A5	Profile-descent program will soon be implemented.
5C1	When wind permits, Runways 13 and 31 are used for departures from 6 a. m. to 10 p. m. and from 10 p. m. to 6 a. m., respectively. Runway 22 is preferential for landings at all times, wind permitting.
5C2	Expressway and river approaches are preferential when visibility permits.
5C3	Departures from Runway 31 turn to heading 170° and proceed to 1,500' for left climbing turn or 1,700' for right climbing turn. Turns are controlled by tower to achieve dispersal of successive flights over adjacent communities.
5D	See comment 5C3.
5I	Flight training operations are not permitted.
5J	Aircraft are to avoid Shea Stadium during games.
6A	All types of facilities are found in all adjacent areas, with the southeast, southwest and northwest most noise sensitive.
6B	
6C	
6D	
6E	
6F	
6G	
6H	

Lancaster Airport

Lancaster, PA

AEA

LNS

Part/Subset(s)

Comments

5C2	Approaching jets maintain 5,000' until final descent, and all approaches are from the west when conditions permit.
5D	Practice approaches are rotated.
5E	High-performance aircraft are to use maximum climb on takeoff.
6C	Residential areas are 3 miles north and south.
6E	A religion-sponsored old folks' home is located on airport south boundary.

Greenbriar Valley Airport

Lewisburg, WV

AEA

LWB

Part/Subset(s)

Comments

6C	Residential areas are 3 miles west and 4 miles southwest.
6E	Churches are scattered in all areas.
6F	Outdoor theatre is 1/2 mile west.
6G	A golf course is 3 miles southwest.
6H	Greenbriar Resort is 5 miles southeast.

Lynchburg Municipal

Lynchburg, VA

AEA

LYH

Part/Subset(s)

Comments

2C1	A seminary 2 miles northeast has been soundproofed.
2D6	Trees surround airport.
6A	A school is 1 1/2 miles west.
6C	Small scattered residential areas are 1/2 mile northwest and 1 1/4 miles northeast.
6E	A seminary is 2 miles northeast.

Middletown/
Harrisburg International (Olmstead) Middletown, PA AEA MDT

<u>Part/Subset(s)</u>	<u>Comments</u>
2D6	Tree line on south, west, and north boundaries.
4D1 } 4D2 }	From 11 p. m. to 6 a. m. runup is allowed in the east only.
5I	Self-imposed restriction by users to curtail training from 11 p. m. to 6 a. m.
6A	Northeast quadrant, 2 miles.
6C	2 miles, east; 2 miles, north. 2 miles, northeast quadrant; 1 mile, northwest.
6E	Scattered. No problems.

Morgantown Municipal

Morgantown, WV

AEA

MGW

Part/Subset(s)

Comments

6A	University of West Virginia is 3 miles northwest.
6B	A hospital is 3 miles northwest.
6C	Residential areas are 3 miles northwest with some residences south.
6G	Recreational areas are 1 mile southwest and 3 miles northwest.

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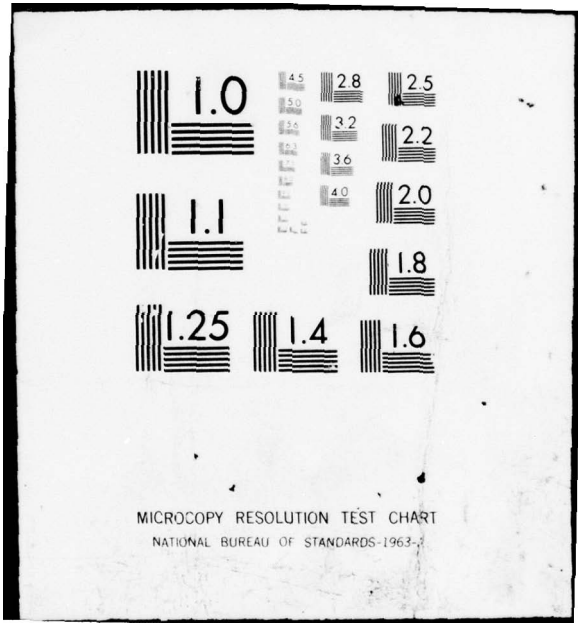
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Part/Subset(s)Comments

2A	Litigation by noise committees has led to city regulation of airport procedures.
2D1A	Fly-over rights have been purchased in several adjoining areas.
3A	Airport manager, FAA, users and interested parties participate in an ad hoc committee.
3C	An ANCLUC study has been proposed.
4A0 4A1	Jets and large air carrier aircraft must have prior management approval for landing on Runway 12 and departure on Runway 30.
4D1 4D2 4D4	Runup must be performed in designated areas, and are not permitted from 11 p. m. to 7 a. m. Taxiing aircraft are restricted to minimum thrust and 15 mph speed.
5C1 5C3	Runways 5 and 23 are preferential. Runway 23 departures turn to course 210° at 500' and climb on that course to 1,500'. Departures from Runways 5 and 30 maintain runway heading to 1,500 altitude. Runway 12 departures turn to heading 100° at 300' and continue to 1,500'.
5I1 5I2	Touch and go flights are not permitted on Runway 30 or during hours of darkness.
6A	Schools are scattered throughout northwest and southwest areas, with a number of complaints received from a college 8 miles south.
6C 6E 6G 6H	Residential areas, churches, and recreational facilities are scattered in all areas. Motels are 2 to 3 miles northeast and northwest and beyond.

Glenn L. Martin State Airport

Baltimore, MD

AEA

MTN

Part/Subset(s)

Comments

2B1	Zoning includes city and state participation. State zoning board reviews construction applications based on noise contour areas.
2B2	Zoning board may specify building materials and methods for soundproofing within 55 dB contour.
2D5	Air National Guard uses noise-suppression equipment.
5C1	Runway 14-32 is preferential.
5C3	Departures from Runway 14 are to turn to heading 190° or 290° when 1 mile southeast of field and then climb to 2,000'. Aircraft departing Runway 32 are to turn right to heading 360°, climb to 1,300', and then take heading 190°.
5I1	Touch and go operations are prohibited from 11 p. m. to 7 a. m. , and aircraft weighing more than 12,500 lbs. must have prior management approval for touch and go operations at any time.
5I2	
6C	Residential areas and churches are 1 1/2 to 2 miles southeast and northwest.
6E	

Ramapo Valley Airport

Spring Valley, NY

AEA N24

Part/Subset(s)

Comments

2D6

Trees are located on all boundaries.

5C1

Runway 26 is preferential when air is calm.

5C3

West departures from Runway 26 turn 20° left to avoid hotel.

5I1

Touch and go operations are not allowed.

6C

A residential area is 1/4 mile east.

6E

A church is located on north boundary of airport, with others scattered in the northeast.

6H

A hotel is 1 1/2 miles west.

<u>Part/Subset(s)</u>	<u>Comments</u>
2D5	An earth berm is near terminal on the northeast.
3B	An ANCLUC study is being completed.
4A9	Touch and go operations by aircraft weighing more than 30,000 lbs. may not be performed on Runway 5-23. Runway 13-31 is not approved for touch and go operations by aircraft of more than 12,500 lbs. weight.
4D1	Aircraft facing southeast at the approach end of Runway 5 are not permitted to engage in engine runup maintenance. Engine runup is permitted on the approach end of Runway 32.
5C3	Touch and go flights are given preferential departure tracks which include a turn at airport boundary.
5I1	See comment 4A9.
6A	A school is 1 mile southwest.
6B	A hospital is 2 1/2 miles southwest.
6C	Residential areas and churches are 3/4 mile and beyond on the northwest, north and northeast, and are scattered in other areas.
6E	
6F	A stadium is 1 mile southwest.
6G	Golf courses, playgrounds and motels are scattered throughout all neighboring areas.
6H	

Patrick Henry International
Airport

Newport News, VA

AEA

PHF

Part/Subset(s)

Comments

2B1	Construction applications are reviewed for land use compatible with airport proximity. All adjacent areas are zoned for industrial use.
2C2	Soundproofing is included in the planning for a proposed hospital to be located 1 1/2 miles southwest.
2D0A } 2D0B } 2D6 }	A 420-acre farm and 21 homes north of the airport have been purchased. Trees surround the field except to the south.
3C	A study done here included all ANCLUC elements.
4A6 4B1A 4B2C	Aircraft weighing more than 12,500 lbs. may not engage in flight training operations from 10 p. m. to 6 a. m.
5C1 5C3	Runway 7 is preferential. On Sunday mornings, aircraft must reach 2,000' altitude or 2 miles distance before turning left from a Runway 7 departure or right from a Runway 2 departure. All departing aircraft are to maintain runway heading at all times until contacted by Norfolk Control.
5I1 5I2	Low approaches, practice flights and touch and go operations are prohibited from 10 p. m. to 6 a. m. for aircraft weighing more than 12,500 lbs.
6E	A church is 3 miles northeast.

Philadelphia International

Philadelphia, PA

AEA

PHL

Part/Subset(s)

Comments

5C3

Departures from Runways 27R and 27L turn to heading 225° after takeoff and continue to 2,000' altitude. Departures from Runway 9 maintain runway heading to 2,000' altitude to stay over river.

6C

Residential areas are 1/2 mile west and 5 miles southeast.

6E

A church is 1 mile west.

6H

Motels are scattered in all surrounding areas.

<u>Part/Subset(s)</u>	<u>Comments</u>
2D5	Military aircraft and Allegheny Airlines have shed-type suppression equipment for runway maintenance.
2D6	Trees surround airport.
3B	Master plan completed. An ANCLUC study is proposed.
5A5	Program in process of completion.
5C1 } 5C2 } 5C3 }	For departures off Runway 14, aircraft are instructed to maintain heading for 1 mile or 3000' before proceeding on course. For departures after 11 p. m. use Runway 28R, maintain heading for 1 mile or 3000'. All jets departing Runway 28R must be aligned with runway heading prior to applying takeoff power.
6A	East, 1-2 miles.
6B	East, 3 miles.
6C	East, north, 1-3 miles and beyond.
6E	East, north, scattered.
6G	All quadrants, golf course 1/4 mile.
6H	East, east-northeast 1 mile.
7F	3 to 5 complaints per week.

Note: **There is an active military base on the airport. There also has been a great deal of acquisition at the airport for expansion, partially in the approach area of a proposed new Runway 28L on the east of the airport. There has been an increase in the number of complaints received since the beginning of the acquisition program.**

Wood County-Gill Robb
Wilson Field

Parkersburg, WV

AEA

PKB

Part/Subset(s)

Comments

- | | |
|-----|--|
| 2D6 | Trees are located on west and south sides of field. |
| 5J | Air National Guard aircraft no longer fly over city during evening hours. |
| 6C | Residential areas are on east airport boundary and 1 mile southeast. |
| 6G | A park is on airport east boundary, and a drive-in theatre is 2 miles south. |

Part/Subset(s)

Comments

2D6	Trees parallel Runway 6-24 on the north.
3A	A noise committee is active northwest of the airport.
4A9	Large aircraft use Runway 6-24 only.
4D1 } 4D2 }	At night, runups must be done on Runway 6-24.
5C1	Runway 6-24 is preferential.
5I1 } 5I2 }	Touch and go flights and multi-engine approaches are prohibited from 10 p. m. to 8 a. m.
5J	Runway 10-28 was closed 10 years ago for noise abatement.
6A	An industrial training school is 3/4 mile northeast.
6B	A hospital is 2 miles southwest.
6C	Residential areas and churches are 1/2 mile and beyond
6E	in all directions.
6H	A motel is 1 1/2 miles southwest.

Dutchess County Airport

Poughkeepsie, NY

AEA

POU

Part/Subset(s)

Comments

3A	Dairy Lane Homeowners' Association is from Wappingers Falls, 1/2 mile southwest.
4D1 } 4D2 }	Runup must be done in northwest area during daylight hours only.
6C	A residential area is 1/2 mile southwest.
6E	A church is 1/4 mile northeast, with others scattered in the southwest.

Reading Municipal

Reading, PA

AEA

RDG

Part/Subset(s)

Comments

2B2E	Soundproofing in airport vicinity has been proposed.
3D	The airport is interested in ANCLUC study participation.
6A	Schools are 2 to 3 miles east and 4 miles southeast.
6C	Residential areas are 1 1/2 miles northeast, east and southeast and beyond.
6D	Mt. Penn, Pagoda, and Skyline Drive are nearby.
6E	Churches are scattered throughout residential areas.
6G	Golf courses are on east boundary and 2 miles west.
6H	A motel is 3 miles east.

<u>Part/Subset(s)</u>	<u>Comments</u>
2D5	Air National Guard, east of the airport.
5A5	In process of completion.
5C1 } 5C2 } 5C3 }	Informal program - from 10 p. m. to 7 a. m. twin engine aircraft and larger are restricted from landing on Runway 20 and departing on Runway 2.
5I1 } 5I2 } 5I3 }	Between the hours of 10 p. m. and 7 a. m. aircraft not based on the airport are not permitted to make practice approaches to airport. Also, no touch and go operations on Runways 2 or 20 for twin engine or larger (24 hrs. daily).
6A	North, 1 1/2 miles.
6C	North, 1 1/2 miles.
6E	North, 1 1/2 miles.
6G	North, 1 1/2 miles, baseball field and tennis courts.
6H	North, 3/4 mile.
7A	No noise problems.

Part/Subset(s)Comments

2B1	Any building built near airport must have prior clearance by the local zoning board. Must receive a special zoning permit.
2B2E	This ordinance may prescribe special soundproofing for buildings proposed.
2D6	Airport is in process of planting trees around boundaries for noise purposes.
3B	Master Plan. Also there was an EIS completed for the extension of Runway 5/23.
5A1	This procedure is due to terrain.
6A	Southwest quadrant, 1 1/2 miles. Northwest quadrant, 1 1/2 miles. Northeast quadrant, 2 1/2 - 4 miles.
6B	South-southeast, 4 - 6 miles.
6C	South-southeast, 1 1/2 - 6 miles (Southeast quadrant is the worst)
6D	Thomas Jefferson Forest - 4 miles north.
6E	Southwest, 2 miles. Others scattered.
6F	Civic centers - southeast, 3 miles; southwest,
6G	5 miles.
6H	All quadrants.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	City development of aircraft noise restrictions is underway.
2D7	Runway 4 is being extended to permit higher approaches.
3A	The 19th Ward Committee in the northeast represents residents under the approach to Runway 4, and residents of Chili on the west have organized.
3C	An ANCLUC study is underway.
4A9	Jets may not use Runway 7 for departures at any time, or Runway 10 when wind is under 15 knots.
4D1	Engine runup for jets and turbojets is restricted to pad of Runway 4.
4D2	Engine runup is prohibited from 10 p. m. to 7 a. m.
5C1	All aircraft use Runway 4-22 from 11 p. m. to 7 a. m. unless cross-wind is over 15 knots.
5C3	Aircraft departing Runway 4 use runway heading to 1200' and make climbing left turn to heading 010 degrees.
5I1	Touch and go operations and practice approaches are
5I2	restricted from 11 p. m. to 7 a. m.
5J	'Keep'em High' program is in effect until profile descent program is fully implemented.
6A	Schools are 1 mile and further in all directions.
6B	Hospitals are 1 1/2 and 2 miles east.
6C	Residential areas and churches surround airport, with
6E	highest concentration on the northeast and west.
6F	Eastman Conservatory Theater is 3 1/2 miles east, with an outdoor theater 2 miles south.
6G	Recreation facilities, hotels and motels are scattered
6H	in all neighboring areas.

Salisbury-Wicomico
County Airport

Salisbury, MD

AEA

SBY

Part/Subset(s)

Comments

3C

A study by State Department of Transportation
contains all ANCLUC elements.

6C

A residential area is 1/2 mile northwest.

Schenectady County Airport

Schenectady, NY

AEA

SCH

Part/Subset(s)

Comments

2D5	Air National Guard uses noise-suppression equipment on the north side of airport.
3A	Glenville Homeowners' Association, on the north, has a noise committee.
6A	A school is on the west airport boundary.
6B	A hospital is 2 miles south.
6C	Residential areas extend from west and northeast boundaries, with city 2 miles south.
6E	Churches are scattered throughout residential areas.
6F	Civic center is 2 miles south.
6H	Motels are scattered in all areas.

Stewart Airport

Newburgh, NY

AEA

SWF

Part/Subset(s)

Comments

2D6	Trees surround airport.
5C1	Runway 9-27 is preferential.
5C3	Runway 9 departures make left turn 1 1/2 miles from field, all others maintain runway heading to 1,500'.
5H2	Runway 9 threshold displacement of 2,000' is under construction.
5J	Turbojet traffic pattern is north of airport, and VASI lights keep aircraft high over noise sensitive areas.
6A	A school is 2 miles northeast.
6B	A hospital is 3 miles east.
6C	Residential areas are on south part of airport (military housing) and 2 miles northeast.
6H	A motel is 1 mile east.

Part/Subset(s)

Comments

2B	Zoning reviews construction applications for land-use compatibility.
2C3	Apartments and homes 1/2 mile northwest and 2 miles east have been soundproofed.
2C5	A post office to the northwest has been soundproofed.
2D0A	A number of homes on the north and east boundaries have been acquired.
2D6	There are trees on the north and east airport areas.
2D7	Extension of Runway 14-32 1,000' northwest.
4A9	Air carrier flights are not permitted on Sunday mornings and Runway 14 departures are prohibited from 11 p. m. to 9 a. m. for all aircraft.
4D1	Runups are restricted to center of field and from
4D2	11 p. m. to 9 a. m.
5C1	Runway 28 is preferential.
5C3	Runway 10 departures maintain runway heading to middle marker of Runway 28 and Runway 28 departures may not turn inside airport boundary. Air carrier departures before 9 a. m. from Runway 14-32 must be specifically requested by pilot for feasibility reasons.
5I1 } 5I2 } 5I3 }	Air carrier training is not permitted from 11 p. m. to 7 a. m. or on Sunday mornings. Boeing 747 aircraft may not engage in training flights at this field at any time.
5J	'Keep 'em high' program is in effect until profile descent program is fully implemented.
6A	Schools are 1/2 mile northwest and beyond.
6C	Residential areas, churches, and recreational
6E	facilities are scattered throughout the areas southwest
6G	and northwest of airport, beginning 1/2 mile from boundary.
6H	Motels are scattered 2 miles west and beyond.

Teterboro Airport

Teterboro, NJ

AEA

TEB

Part/Subset(s)

Comments

2D6	Trees are scattered along the east and southeast sides of airport.
3A	A hospital and a homeowners' association have formed noise committees in the northwest.
4D1	Engine runup is performed in the south-central area of the airport.
5A5	Profile descent program will soon be implemented.
5C1	Runways 1 and 19 are used for landing and departure, respectively, from 10 p. m. to 7 a. m.
5C2	Turbojets and other aircraft over 12,500 lbs. use noise preference Runway 2 and maintain runway heading to 2,000'.
5C3	
5F	Take-off thrust reduction is informally requested after reaching a safe altitude.
5J	Helicopters are given least noise-sensitive flight paths by the control tower.
6A	Schools are located on the west airport boundary and beyond.
6B	A very noise-sensitive hospital is 4 miles northwest.
6C	Residential areas and churches surround airport, with the highest population density on the west.
6E	A stadium is 3 miles southwest.
6F	
6H	Motels are located on all sides of airport.

Part/Subset(s)Comments

- 2A City prohibits flight below 1,500' within city limits, restricts turns to aircraft above 600' or 2 miles from field, does not permit touch and go operations or flight training on Runway 16 by aircraft over 12,500 lbs. or by jet and turbojet aircraft. Jets, turbojets, and other aircraft over 12,500 lbs. may not engage in training flights from 10 p. m. to 7 a. m. by city regulation. City also prescribes use of maximum climb during takeoff by all multi-engine aircraft.
- 2B1 Zoning reviews new construction on undeveloped property for compatible land use. The communities of West Trenton, Fernwood, Somerset, Scenery Hill, and Ewingville have airport-related zoning.
- 2D0A County is acquiring land around airport, except to southeast, for compatible land use. A number of homes and farmland have been purchased.
- 4A0 County prohibits the use of Runway 16 for flight
4A3 training by jets, multi-engine aircraft, or any
4A6 aircraft weighing 12,500 lbs. or more.
4D1 Runup must be performed next to blast fence on
north end of airport.
4D2 Runups are discouraged at night.
- 5A1 Pilots are informally requested to use a greater
than 3° glide slope.
- 5A5 Profile descent program is in the process of imple-
mentation.
- 5C1 Runways 24 and 34 are preferential.
- 5C2 Approaching aircraft will maintain 1,500' for as
long as possible.
- 5C3 No turns are permitted by departing aircraft which
have not passed beyond airport boundary, which
have not reached 600' if below 12,500 lbs. , or
which have not reached 1,500' if over 12,500 lbs.
- 5E Jets, large multi-engine and air carrier aircraft
use maximum safe climb on takeoff.
- 5I1 Training operations are prohibited from 10 p. m.
5I2 to 7 a. m. and may not be performed on Runway 16
by jets or aircraft over 12,500 lbs.
- 5J Helicopters are to avoid blade slap in noise-sensi-
tive areas and are to minimize blade slap during

Mercer County Airport (Continued)

<u>Part/Subset(s)</u>	<u>Comments</u>
5J	descent, which is to be from the highest feasible altitude. All pilots are to avoid noise-sensitive areas on the southeast during Sunday morning hours. Traffic pattern altitude are 1,200' and 1,500' for aircraft below and above 12,500', respectively.
6A	Schools are 1/2 mile southeast, 3/4 mile southwest, 1 1/2 miles southeast and northeast, and 2 1/2 miles northeast.
6B	A hospital is 1 1/2 miles southeast.
6C	Residential areas and churches are all around
6E	airport, with the most noise-sensitive area in the south and southeast.
6F	A stadium is 2 miles northeast.
6G	A golf course is 1/4 mile west.

Cape May County Airport

Wildwood, NJ

AEA

WWD

Part/Subset(s)

Comments

2C5A	A senior citizens' center on the airport has been soundproofed.
2D6	Trees are being planted around airport for noise abatement.
3B	A master plan study included all ANCLUC elements.
6C	A residential area is 3 miles west.
6E	Churches are 3 miles west.
6G	A soundproofed senior citizens' center is on the airport.
6H	Hotels and motels are 3 miles west and northwest, near beach.

Allentown Queen City Municipal

Allentown, PA

AEA

1N9

Part/Subset(s)

Comments

2D6

Trees are located on north airport boundaries.

5I1

Touch and go operations are discouraged.

6A

A school is 2 miles northwest.

6B

A hospital is 1 mile northwest.

6C

Residential areas and churches are 1 mile northwest

6E

and beyond.

Chester County-G. O.
Carlson Airport

Coatesville, PA

AEA

40N

<u>Part/Subset(s)</u>	<u>Comments</u>
2D6	A treeline borders Runway 29 in the south.
3A	A noise committee is from Sadsbury Township.
4D1 } 4D2 }	Unless prior approval is obtained, engine runup must be performed between 8 a. m. and 5 p. m. , and only in designated areas.
5C1	Runway 29 is preferential.
5C3	Departures from Runway 29 turn left to course 260° after takeoff to avoid populated areas. Departures from Runway 11 turn 10° right to avoid hospital.
5I1	Jet training flights and all touch and go operations are prohibited.
6B	A hospital is 2 miles east.
6C	Residential areas are 1 mile northwest, 3 miles east and 3 1/2 miles north.
6F	A union hall is 3 miles northeast.

GREAT LAKES REGION

**ILLINOIS
INDIANA
MICHIGAN
MINNESOTA
OHIO
WISCONSIN**

GREAT LAKES

Anderson Municipal

Anderson, IN

AGL

AID

Part/Subset(s)

Comments

2B1	A review process exists for construction applications which are granted or denied on the basis of land use compatibility.
2D0A } 2D0B }	Land was acquired to the south which was comprised of approximately 40 acres for clear zone and noise buffer reasons.
5C3	Tower procedure to climb on runway heading until reaching 500' AGL.
5I2 } 5I3 }	No flight training on Sunday mornings.
6A	Schools, northeast quadrant, 3/4 mile; northwest quadrant, 2 miles and 3 miles.
6B	Northwest, 3 1/2 miles.
6C	Residential areas in all quadrants from the boundary on out.
6D	Mounds State Park in the southwest quadrant of the airport.
6E	Churches scattered throughout all quadrants. The most noise sensitive is in the northeast quadrant, 1/2 mile.
6G	Parks, tennis courts, swimming pools, in all quadrants.
Note:	To the east side is Chesterfield; to the south side is an unincorporated community called Eastwood; to the west side is Anderson; and to the north side is an unincorporated community called Emerald Glen.

Akron Municipal

Akron, OH

AGL

AKR

Part/Subset(s)

Comments

6A	Schools are located 1 1/2 miles northeast.
6B } 6C }	Hospitals are scattered between 1 to 5 miles - northwest, northeast and due west.
6E	Scattered throughout the residential area.
6F	Concert Hall in the northwest quadrant between 4 to 5 miles.
6G	Scattered in all quadrants.
6H	Motels and hotels in all quadrants except the south, 1 to 5 miles away.
Note:	There is a lake due south, 1/4 miles extending to 1 mile.

Civic Memorial

Alton, IL

AGL

ALN

Part/Subset(s)

Comments

- 2D6 Trees are in the west boundary.
- 3A Noise abatement committee known as Rosewood Heights Improvement Association.
- 5I2 Restrict flight training. ILS approaches after sunset.
5J Two noise procedures: 1. An informal procedure to avoid the area west of the airport. 2. Helicopters to avoid the noise sensitive areas around the airport.
- 6A Schools in all quadrants, except the east.
The closest school is approximately 1 mile from the airport.
- 6B Scattered throughout except the east.
The closest hospital is approximately 3 miles west.
- 6C Near all boundary areas except the east.
- 6E Scattered in all residential areas in all directions except the east.

Special note:

To the western section of the airport is the city of Rosewood Heights and to the north is the city of Bethalto.

<u>Part/Subset(s)</u>	<u>Comments</u>
2D8	The Metropolitan Airport Commission (MAC) has a portable noise monitoring system.
3C	MAC is in the process of upgrading the status of the airport from a general utility airport to a business operation. Noise control and land use compatibility studies are being conducted.
6A	School in the south section, 3/4 mile from the boundary. South section, 1 mile from the boundary, and the west section, 3/4 mile from the boundary.
6B	2 miles south.
6C	East, west, south section from the boundary out to 5 miles. The worst area is in the south.
6E	Scattered throughout residential. Most noise sensitive is in the south section, 3/4 mile.
7C	10 - 25 complaints per year.

Allen County

Lima, OH

AGL

AOH

Part/Subset(s)

Comments

6A	Northwest quadrant, 3 1/2 miles.
6C	Northwest of airport, 3 miles and southeast of airport, 2 1/2 miles.
6E	Religious structures are scattered in the northwest and southeast quadrants from 2 to 3 miles
6G	Parks are scattered in the northwest and southeast quadrants.

Phelps Collins

Alpena, MI

AGL

APN

Part/Subset(s)

Comments

2D5
2D6

Military has shed-type suppression equipment.
Trees on the east boundary area.

4D1

Military restricts the location of engine runups to the northwest quadrant.

5J

Informal request to the military to avoid the city, 6.5 miles east of the airport.

Part/Subset(s)Comments

2A	City prescribes noise abatement procedures for the airport. Aircraft cannot fly below 1200' AGL over populated areas in the north-northeast.
2B1	Areas around airport have been zoned industrial (low-noise zoning).
2D6	Trees on all quadrants, except the north and north-east sections, which is industrial.
3A	Noise committee, on the northeast quadrant from the Georgetown area, 1 mile from airport, brought an injunction against the airport to try to limit airport expansion.
4A6	Any aircraft 12,000 lbs. or over must have prior approval from the airport management to land.
5C1	Preferential calm wind runway is Runway 24.
5C2	Special traffic patterns include a left traffic pattern for Runway 6, right pattern for Runway 12, and a left pattern for Runway 30.
5C3	When departing on Runway 6, pilots are requested to make a maximum climb or turn to the north or south to avoid the Georgetown area in the northeast quadrant.
5D	Restriction on maximum climb for takeoffs.
6A	School, northeast quadrant, 2 miles.
6B	Northeast quadrant, 4 miles.
6C	Residential area called Georgetown in northeast quadrant, 1 mile; Ann Arbor is 4 miles north of the airport.
6E	Church, northeast quadrant, 2 miles.
6H	North and northeast sections, 3 to 5 miles from boundary.

Kalamazoo Municipal

Kalamazoo, MI

AGL

AZO

Part/Subset(s)

Comments

2A 2D6	Runway 17/35 is preferential by grant agreement. Earth berm and 200 trees on north end of Runway 17 for noise abatement.
3A	Kalamazoo airport Advisory Board has subcommittee on noise which informs citizens and users of noise abatement procedures and complaints.
4B1E 4D1	No turbojet aircraft during curfew period. Southend of Runway 17/35, its intersection with Taxiway A, or east end of Runway 9 are preferred for engine runup.
4D2	Restricted from 11 p. m. to 7 a. m.
5C1	Runway 17 for takeoff and Runway 35 for landing are preferred.
5C2 5C3	Turbojet land to north and takeoff to south when possible. Other takeoffs are to north unless weather is adverse.
6A 6C	Schools are 1 mile east and 1 mile north. Residential areas on north and west boundary extending 3 to 4 miles. Trailer park to northeast.
6E	Churches 1/2 mile and further north and northwest.
6G	Golf course on north boundary.
6H	Hotels 1/2 miles west and beyond and 2 miles northeast.

Ross Field

Benton Harbor, MI

AGL

BEH

Part/Subset(s)

Comments

5J	Keep 'em high program. Keep aircraft away from residential areas in the east and west.
6A	School, 2 miles south.
6C	Southern boundary, 3/4 mile to the south boundary; 3/4 mile west.
6E	East and southeast quadrant, 1 1/2 miles from boundary.

Burke Lakefront

Cleveland, OH

AGL

BKL

Part/Subset(s)

Comments

- 6F Public gathering place to the southwest quadrant approximately 3/4 mile from boundary and a lake is located in the north section, approximately 1/2 mile from boundary. Parks in the southwest, north-east quadrants, approximately 5 miles from boundary.
- 6H Motel in south quadrant, 1/4 mile from boundary.
- 7B 5 - 10 complaints per year.

Note:

To the north is a lake, 1/2 mile from airport, to the east and west boundaries industrial parks and to the south is the business district.

Little activity in the area of noise abatement or environmental activity.

Monroe County

Bloomington, IN

AGL

BMG

Part/Subset(s)

Comments

Note:

Little activity. Airport is located 7 miles from the city. There are no residential or other noise areas near the airport.

Bloomington-Normal

Bloomington, IL

AGL

BMI

Part/Subset(s)

Comments

5C1

For takeoffs from Runway 21, aircraft are requested to make a left turn slowly until reaching an altitude of 2000' to avoid homes.

6B

1 1/2 miles west.

6C

1/4 mile from the south-southwest boundary.

6H

Hotel 1 1/2 miles west of the airport.

Part/Subset(s)Comments

2C1	Jackson Township has a school that was soundproofed during construction.
2D0A	Land was acquired in the southwest quadrant for expansion purposes which included a noise buffer zone.
2D6	Trees in all quadrants.
3A	Jackson Township in the south-southwest has a noise committee named Citizens Opposed to Runway Extension (CORE).
5J	'Keep ' em high'' program.
6A	Schools in all quadrants; southwest quadrant the most noise sensitive.
6C	Residential areas scattered in all quadrants; southwest quadrant the most noise sensitive.
6E	Religious structures scattered in all quadrants; southwest quadrant the most noise sensitive.
6G	Recreation facilities scattered in all quadrants; park in the northwest quadrant, the most noise sensitive.

Cuyahoga County

Cleveland, OH

AGL

CGF

Part/Subset(s)

Comments

- 2D6 Tree line in the north section used for runup maintenance.
- 3A Cuyahoga County Noise Abatement Council, comprised of the airport manager, citizen representatives and FAA, made a letter of agreement with the airport operations office concerning restrictions and procedures for noise abatement purposes. There has been a petition from areas from all quadrants concerning noise.
- 4B2A No turbojets allowed to operate between 11 p. m. and 7 a. m.
- 4D1 Restriction on location and time of engine runup maintenance. Restricted to the north side of the airport which blows a blast against the tree line located in that area. No engine runup maintenance allowed between 9 p. m. and 7 a. m.
- 5A2 After passing the 1 mile marker from the threshold of the airport full flaps may be used.
- 5B The specific glide slope intercept altitude for noise purposes is 3000'.
- 5C At or before 1500' AGL, retract flaps if possible and set power at a specified EPR or RPM so as to climb to 3000' AGL not exceeding 200 knots (indicated air speed) and 1000' per minute rate of climb.
- 5C1 Preferential Runway 23.
- 5C3 All aircraft maintain runway heading for 2 miles or until 1900' before turning.
- 5G For takeoffs, aircraft accelerate to V_2 plus 25 knots indicated air speed. After crossing the boundary, they reduce that setting to allow V_2 plus 25 and a sustained 1000' per minute rate of climb at a maximum deck angle of 15° . Departures shall not require any turn before 1000' AGL and no more than a 15° bank on any turn. All aircraft should use judicious use of reverse thrust. This is in a letter of agreement with the Operations Office.
- 5I1 No student training or touch and go operations between
- 5I2 11 p. m. and 7 a. m.

Cuyahoga County

(continued)

Part/Subset(s)

Comments

5J	No intersection takeoffs allowed.
6A	School, south, 1/2 miles; others scattered in all quadrants.
6B	Northwest quadrant, 3 miles.
6C	Residential areas scattered in all quadrants; southwest and northeast are the most noise sensitive.
6E	Churches scattered in all residential areas. The closest in the southwest quadrant, 1/2 miles

Merrill C. Meigs Field

Chicago, IL

AGL

CGX

Part/Subset(s)

Comments

6B	Hospitals are 3 miles to the north and south.
6C	Residential areas in all quadrants except lake to the east.
6E	Churches scattered to north and south, 3 miles and further.
6F	Outdoor theater is 1 mile northwest, other public gathering places in north, northwest, west and south quadrants.
6G	Parks, boating and other recreational facilities are scattered in all quadrants.
6H	Hotels and motels are 1 to 5 miles north, east and southwest.

<u>Part/Subset(s)</u>	<u>Comments</u>
2C	ANCLUC study underway.
2D0A } 2D0B } 2D6	25 to 30 homes acquired in northeast quadrant for expansion purposes only.
	Blast fence on northeast and south, blast fence and earth berm in southwest quadrant.
2D8	Noise monitoring system being installed.
3A	Fairview Park and Rocky River areas, on north, have organized Citizen's Relief from Aircraft Sound Harassment (CRASH) committee which has instituted legal action against noise.
4D1 } 4D2 }	High powered engine runup on south quadrant, restricted from 10 p. m. to 7 a. m.
5B	Set at 4000' for noise abatement.
5C1	Runways 5 and 23 are preferred for both takeoffs and landings.
5C3	North takeoffs from Runway 36 are informally discouraged from 10 p. m. to 7 a. m. , and are given fan-out headings from 320° to 030° at other times. Northwest, north, northeast and east takeoffs are given fan-out heading from 300° to 020°. Departures from Runway 5 to the east, southeast or south are assigned a heading of 095°. Departure from Runway 23 to the northwest are assigned to 240° heading. Runway 23 departures to south, southeast and east are assigned heading 210°. All departures are to hold heading to 5000' or to 3500' and 5 miles out.
6A	Schools are scattered in all quadrants. Most noise sensitive are 2 1/2 miles south and 4 miles northeast.
6B	Hospitals are 3 miles from boundary to north and southeast.
6C	Residential areas surround airport, with most noise sensitive to the northwest, north and northeast.
6E	Churches throughout all quadrants with nearest 2 1/2 miles south.
6F	Public gathering places 2 1/2 miles south.
6G	Arena 2 miles south and parks, etc. , throughout all quadrants.

<u>Part/Subset(s)</u>	<u>Comments</u>
2D0A } 2D0B } 2D6	About 7 years ago, 100 acres were purchased for a noise buffer and for expansion purposes. Trees on the north boundary of the airport.
4A0 } 4A6 }	No jet operations allowed on the north Runway 10L/28R between 10 p. m. and 7 a. m. Restriction on aircraft 12,500 lbs. and over. Must use Runway 10R/28L and restricted from Runway 10L/28R. Jets must use Runway 10R/28L during the evening hours.
4B1B	Restricted use between 10 p. m. and 7 a. m.
5B	Specific glide slope altitude intercept of 4000' for turbojet aircraft for noise purposes.
5C1	Between 10 p. m. and 7 a. m. , preferential Runway 10R/28L.
5C3	Special departure track for all runways. Aircraft are instructed to maintain runway heading until reaching an altitude of 3000' before turning. This applies to turbojet aircraft and large aircraft over 12,500 lbs. gross weight.
5F	Recommended procedure by ATA for takeoff thrust reduction.
5I	No practice approaches allowed for any high noise level aircraft between 10 p. m. and 7 a. m.
6A	Schools scattered in all quadrants.
6B	East section, 3 miles.
6C	Residential areas on north boundary which is the most noise sensitive, and in all quadrants, 1 1/2 miles.
6E	Religious structures scattered in residential area; closest church is 1/2 mile from boundary.
6F	Stadium, 5 miles west.
6G	Parks and other recreational facilities in all quadrants.
6H	Scattered in all quadrants, one located on boundary.

University of Illinois-Willard Champaign, IL

AGL

CMI

Part/Subset(s)

Comments

5J	Minimum altitude over the city of Champaign-Urbana is 3500'.
6C	Savoy area is 2 miles northeast.
6G	Golf course on the east boundary.

Houghton County Memorial

Hancock, MI

AGL

CMX

Part/Subset(s)

Comments

2D6

Trees surround the airport. The airport lies approximately 800' above the city with an elevation of 1100'. This puts the aircraft above noise sensitive areas after takeoff.

6H

Motel, 2 miles west.

Part/Subset(s)Comments

2D6	Trees are located in the west section between the airport and homes.
5C1	Informal runway usage program.
5I1	No touch and go operations allowed on Runway 4/22.
5J	Special procedure. When the tower is in operation, there will be right turn patterns only on Runway 22 and Runway 30 to avoid the noise sensitive area in the south.
6A	Schools are at south, 1/2 mile south-southeast, 1/2 mile; west-southwest, 1/4 miles.
6C	From the northwest quadrant counterclockwise to the southwest quadrant, approximately 3/4 mile. The southwest quadrant is the most noise sensitive area.
6E	Churches are scattered throughout residential area.
6G	Near the schools located in 6A.

**James M. Cox-Dayton
Municipal**

Dayton, OH

AGL

DAY

Part/Subset(s)

Comments

5C1	Preferential runway is 24R.
6C	Residential area on the southeast boundary.
6E	A church 1/2 mile southeast.
6H	Hotel on the southwest boundary and another hotel 1/2 mile southeast.

Decatur

Decatur, IL

AGL

DEC

Part/Subset(s)

Comments

2B1	Proposal is pending to rezone all areas adjacent to the airport for industrial use. City is planning to purchase all property around airport to facilitate this rezoning proposal.
3A	Decatur Airport Noise Committee, comprised of the tower chief, airport manager, airport users, the military and interested citizens.
4B1A 4B2A	Informal restriction on departures from north on Runway 36 or northwest on Runway 30. This is an informal curfew for jets from 10 p. m. to 6 a. m.
5C3	Informal preferential departure track to keep the aircraft operations away from the west side of the airport.
5J	Special procedure for helicopters- approach or depart to the northeast or southeast quadrants.
6A 6C 6E	School north of the airport, 1 mile. West, and boundary area out to 5 miles. Scattered throughout western areas.
7B	5 - 10 complaints per year.

Detroit City

Detroit, MI

AGL

DET

Part/Subset(s)

Comments

2A	Airport City Commission prescribes various procedures and restrictions concerning the airport.
2D6	Blast fence on the end of Runway 25 in the east quadrant.
4D1	Restrict the location of engine runup maintenance to the southwest quadrant. This is the least noise sensitive.
5C1	Preferential runway is Runway 15/33.
5C3	Turbojet departures between the hours of 11 p. m. to 7 a. m. These aircrafts are not allowed to use Runway 7/25. They are to use Runway 15/33. Aircraft departing between 11 p. m. to 7 a. m. off Runway 15/33 are required to climb to an altitude of 3000' on runway heading before turning.
5I	No touch and go operations allowed on Runway 7/25 at any time.
6A	School in the east, 1/2 mile from boundary.
6B	West, 1 1/2 miles.
6C	All around on the boundary with the exception of the south of the airport.
6E	Scattered in all around except the south of the airport.
6H	West, north, and northwest, 1/4 mile.

Duluth International

Duluth, MN

AGL

DLH

Part/Subset(s)

Comments

2B1	City and county review all construction applications for areas around airport for land use compatibility. The city is rezoning the property around the airport to industrial.
2D6	Trees on the west, north, east, and southeast sections of the airport.
3A	Duluth Noise Committee in the Pike Lake area west of the airport.
3C	City is involved in a land use compatibility program.
4A9	747's are restricted to fullstop landings. No touch and go operations.
4D1	National Guard restricts location of engine runup maintenance to the north side of the airport.
5A1	Glide slope angle has been raised from 2.75 to 3.5.
5I5	Profile descent program in effect.
6A	West, 4 miles.
6C	Residential areas, 1 1/2 to 5 miles.
6E	Church, 1 mile west.
	Downtown Duluth is approximately 4 1/2 miles due south of the airport.

<u>Part/Subset(s)</u>	<u>Comments</u>
2B1	Adjacent areas zoned industrial.
2D0A }	County is acquiring homes primarily to the south for land use compatibility.
2D0B }	
2D6	
3A	Three or four active noise committees from areas northeast, east and southeast.
3C	In process of updating master plan with 2, 5, and 10 year plans to control noise and land use.
5B	Set at 3000' for noise abatement.
5C1 }	Runway 3L is preferential for landings and departures. Step down fixes are employed for approaches in all quadrants. Departures off Runway 3 going west are assigned heading of 270° or 300°. For departures off 3 to the east and south, heading of 050°. Runway 21 westbound departures are assigned to a heading of 270°, southbound are given 180°. All departing turboprop and turbojet flights must reach 3000' altitude before turning.
5C2 }	
5C3 }	
6A	Schools in all quadrants, with the nearest 2 miles northwest.
6C	Residential areas in all quadrants, with east and northeast the most noise sensitive.
6E	Churches throughout all quadrants with the nearest 1/2 mile northeast.
6G	Scattered in all quadrants.
6H	Scattered in all quadrants with north the most noise sensitive.
7D	32 complaints in 1977.

Eau Claire Municipal

Eau Claire, WI

AGL

EAU

Part/Subset(s)

Comments

2B1

Land use zoning around the airport by the city.

2D6

Trees on the northwest, southwest and northeast quadrants.

5J

Informal procedures keep aircraft operation over pond and river areas to the west and north of the airport.

6A

East, 1/2 mile; south, 3 1/4 miles; and south, 1 mile.

6C

Residential areas are 1/4 miles from the southern and eastern boundaries.

6E

Churches are scattered throughout residential area 3/4 mile south and 1/2 mile east.

Elkhart Municipal

Elkhart, IN

AGL

EKM

Part/Subset(s)

Comments

2A	Board of Aviation Commission prescribes procedures and restrictions.
2B1	Zoning restriction which discourages homes from being built around the airport. Review process for construction applications granted or denied on the basis of land use compatibility.
2D0A } 2D0B }	In the east and north sections of the airport, there has been approximately 50 acres for expansion and noise purposes.
2D6	Trees on the east and north boundaries.
5C2	Approaches: aircraft are instructed to be in line with the runway at a 300' minimum altitude with wings level.
5C3	Maintain runway heading until 400' or until reaching the boundary before turning.
5H2	Runway 27 has been displaced 1200' for noise purposes.
5J	No intersection departures for aircraft taking off. Traffic pattern altitude has been raised from 600' to 1000' for noise purposes.
6A	Two schools in the east, 2 1/2 miles; school, west, 2 miles from boundary.
6C	Residential areas scattered in all quadrants; southeast the most noise sensitive, with homes on the boundary.
6E	Church, east section, 1 1/2 miles with others scattered throughout residential areas.
6H	East, 1 1/2 miles from boundary.

Evansville Dress Regional

Evansville, IN

AGL

EVV

Part/Subset(s)

Comments

- | | |
|----|--|
| 3A | The Northeast Banderburgh Homeowner's Association, located due north of the airport, concerned about airport expansion and closely monitors proprietor's action. |
| 6A | A school located 3/4 mile in the east is very noise sensitive. |
| 6B | A hospital is located approximately 3 miles in the south. |
| 6C | Southeast boundary, 1/4 miles; southwest quadrant, 1 mile. |
| 6E | Scattered in residential areas in the north, southeast, and southwest quadrant. Closest is in the east, 1 mile. |
| 6G | Golf course on the west boundary. |
| 6H | Motel on the west of the airport. |

Bishop

Flint, MI

AGL

FNT

Part/Subset(s)

Comments

2D6	Blast fence on the north section off end of Runway 18.
3A	Noise Committee in the process of organizing in Linden Wood Farms area, 1/2 mile from boundary.
5C3	Special procedure for jets off of Runway 9: requested to maintain runway heading until reaching altitude of 3000' to avoid noise sensitive area.
5J	Informal request, no circling approaches unless absolutely necessary.
6A	Schools, all quadrants; one located in the southwest quadrant, 1 mile.
6C	Residential areas in all sections except the south quadrant. The closest and most noise sensitive is 1/2 miles to the west, the Linden Wood Farms area.
6E	Religious structures scattered in all quadrants.
6H	Motel, 1/2 mile to the east.

Fort Wayne Municipal/
Baer Field

Fort Wayne, IN

AGL

FWA

Part/Subset(s)

Comments

2D1A }
2D1B }
2D5 }

Airport has received easements over the main approach areas to all quadrants--perpetual easement rights. Air National Guard has shed-type suppression equipment in the airport's northeast and southwest quadrants.

4D1

Informal restriction on the location of engine runup maintenance for the Air National Guard for the northeast and southeast quadrants.

5C1 }
5C3 }

Preferential Runway 22 for calm wind conditions. Off of Runway 4 to the northeast, request a right turn after takeoff to avoid noise sensitive area.

6C

Trailer park in the northeast quadrant, 1 1/2 miles. Other residential areas scattered in all quadrants.

6G

Golf course, northeast boundary.

6H

Motel on the airport in north section.

Austin-Straubel Field

Green Bay, WI

AGL

GRB

Part/Subset(s)

Comments

2D6	Trees on west and north sides of airport.
5I	Military flight training is restricted over the city to the northeast.
6A	Two schools in the northeast quadrant. One is 1/2 mile from boundary and the other is 1 mile from boundary.
6C	In the northeast quadrant 5 miles from the boundary.
6E	Churches scattered in the northeast quadrant.
6G	Green Bay Football Stadium in the northeast quadrant, 3 miles away.
6H	Northeast quadrant, 3 1/2 miles away.

Kent County

Grand Rapids, MI

AGL

GRR

Part/Subset(s)

Comments

3A

Informal noise committee has been set up by the airport management, comprised of FAA representative, airport manager, airport users, citizen group, and city officials.

5A5

Profile descent program in effect.

5C1

Restriction for high performance aircraft. For takeoffs from Runway 8R to the east, aircrafts are requested to climb to 3000' before turning.

5I

Restriction on Runway 18 for VOR practice approaches. Requested to turn into a right traffic pattern away from residential areas northeast of the field. Similar restriction for Runway 36. These aircraft make a left turn into the final approach to avoid the residential area in the northeast.

6C

Northeast quadrant, 1 to 2 1/2 miles from boundary.

Gary Municipal

Gary, IN

AGL

GYG

Part/Subset(s)

Comments

2D6	Trees and river on south boundary, trees to north.
2D9	City of Gary system at airport.
4D1	North ramp, blast toward north boundary.
5E	Informal procedure.
6A	1 mile south.
6B	3 miles west.

Chisholm-Hibbing Municipal

Hibbing, MN

AGL

HIB

Part/Subset(s)

Comments

2B1

Airport zoning ordinance is part of the state statutes that limits the number of homes around the airport.

2D6

Tree line on the east and southeast boundary adjacent to Runway 13/31, and also in the west and southwest quadrants. No restrictions or noise abatement procedures.

6C

North, 3 miles.

Hulman Field

Terre Haute, IN

AGL

HUF

Part/Subset(s)

Comments

2D5	Air National Guard has an earth berm with a blast fence on the southeast quadrant.
2D6	Trees are scattered on all boundaries.
4D1	Air National Guard restricts engine runup maintenance to the east.
5C	Air National Guard has noise abatement procedures, not tower-controlled.
5C1	Preferential calm wind runway is Runway 23.
6C	Residential area is in west, 2 1/2 miles.
6E	Church is in the northwest, 2 1/2 miles.

Greater Kankakee

Kankakee, IL

AGL

IKK

Part/Subset(s)

Comments

6C

Residential area on the south and north boundaries,
approximately 1 mile - about 8 homes.

Ford

Iron Mountain, MI

AGL

IMT

Part/Subset(s)

Comments

2D6

Trees to the north and west of the boundary area.
No restriction nor noise abatement procedures.

6A

2 3/4 miles, east of boundary.

6C

2 1/2 miles, east of airport.

6E

2 3/4 east.

6G

Lake in the southwest quadrant, 1/2 mile from boundary.

Indianapolis International

Indianapolis, IN

AGL

IND

Part/Subset(s)

Comments

3A	Represent citizens southeast of airport.
4D1	Restricted to southwest end of Runway 22R.
5B	3500' MSL approaching Runway 22R over city.
5C2	In conjunction with 5B.
5C3	No jet turns below 3500'.
6A	Scattered to north, east and south.
6B	Four hospitals 3 to 5 miles northeast.
6C	One mile east, northeast, southeast.
6E	Closest is 1 mile from boundary.
6G	Scattered to the east.
6H	On east boundary and further east.

Falls International

International Falls, MN

AGL

INL

Part/Subset(s)

Comments

Little activity and no restriction. No noise abatement procedures.

Rock County

Janesville, WI

AGL

JVL

Part/Subset(s)

Comments

- | | |
|-----|--|
| 2A | The airport manager established the noise abatement program. The county approves the noise abatement procedures. |
| 2B1 | No private homes may be built near the airport. Any commercial construction must be cleared by the town board on the basis of noise and land use compatibility. |
| 2D0 | An application to acquire land (approximately 65 acres) on each end of the Runway 4/22 in the northeast and southwest quadrants of the airport. |
| 5J | Special procedure for the Air Force C-130 aircraft. Changed the traffic pattern to avoid residential areas: a right turn traffic pattern for Runways 4/22 and a left turn traffic pattern for Runways 13/31. |
| 6A | 2 miles to the south. |
| 6C | Residential areas in the north section from 2 to 4 miles from the airport. |

Jackson County-Reynolds Field

Jackson, MI

AGL

JXN

Part/Subset(s)

Comments

6C

Northeast quadrant, approximately 3 miles; southwest quadrant 1 1/2 miles; and southeast quadrant, 1 mile.

Purdue University

Lafayette, IN

AGL

LAF

Part/Subset(s)

Comments

- 2B1 Special zoning procedure which prescribes the county and the city to review applications for development around the airport. Applications are approved on the basis of noise compatibility and land use compatibility.
- 2C1 There has been a soundproofing program by Purdue University in the north section. This is being done on a new building.
- 2D6 Trees located on the eastern boundary of the airport. Blast pads are on the ends of Runway 10/28.
- 2D7 Runway 10/28 have been extended approximately 2200' with a 150' overrun on each end.
- 4D1 No runups in the east.
- 6A North and northeast boundary areas.
- 6B 1 1/4 miles on the north boundary area.
- 6C Student housing on the north boundary area. Residential areas located in the west-northwest quadrants approximately between 1/2 and 3/4 mile from the boundary.
- 6E Scattered in north-northeast and northwest quadrants, approximately 1/2 mile from the boundary.
- 6F Concert hall and an outdoor theatre located in the north-northeast, approximately 1 1/2 miles from the boundary.
- 6G Golf course and intramural athletic field located in the north boundary.
- 7B 5 - 10 complaints per year.

Note: Airport is owned and operated by Purdue University. There is also a gravel pit area to the east, south and west sections, which acts as an effective noise buffer.

Capital City

Lansing, MI

AGL

LAN

Part/Subset(s)

Comments

6A	A school 2 1/2 miles north, and others are scattered to the south and southwest.
6B	3 miles south.
6C	3/4 miles southeast, and 3/4 mile south.
6E	Churches scattered in residential areas to the south and southeast. Closest church is approximately 1 mile from boundary.
6H	A hotel is 1 mile south.

Lost Nation

Willoughby, OH

AGL

LNN

Part/Subset(s)

Comments

2D6	Trees on east and northeastern boundaries.
5J	Minimum traffic pattern altitude is 800' AGL.
6A	School in the northeast quadrant, 1 mile. School in the northeast quadrant, 1 1/2 miles in the approach area to Runway 27.
6C	Residential areas in all quadrants on the boundary.
6E	Religious structures scattered throughout the residential area; one is 1 mile in the northeast quadrant in the approach area to Runway 27, very noise sensitive.
6G	Parks scattered in all quadrants from 1/2 to 3 miles.

La Crosse Municipal

La Crosse, WI

AGL

LSE

Part/Subset(s)

Comments

2D0A } 2D0B }	On the approach end of Runway 13 in the northwest quadrant, the city purchased two parcels of land to protect the clear zone area; at least three homes were involved in this acquisition.
2D6	An earth berm is in the west section, and tree line is on the west and northeast boundaries.
4D1	Informal engine runup restriction which limits runups to the northeast corner.
5C1	Informal preferential Runway 36 for takeoffs and Runway 18 for jet aircraft. Runway 36 takes aircraft to the north and Runway 18 for landings in the south. (For jet aircraft only.)
5H2	Runway 36 displaced 2004' for noise purposes.
5J	Informal procedure to try to keep military aircraft south of Interstate 90.
6A	East, 1 1/2 miles.
6C	Residential areas in all quadrants except in the northwest quadrant, where a lake is located.
6D	Upper Mississippi Wildlife Refuge from the northwest to the southwest quadrants on the west side of the airport from boundary to 3 miles.
6E	Religious structures scattered in the east, north, and south.
6G	Parks in all quadrants; a lake in the northwest quadrant.

Cincinnati Municipal/Luken Field Cincinnati, OH AGL LUK

<u>Part/Subset(s)</u>	<u>Comments</u>
2D6	Blast fence on the north section of the airport.
5C3	Takeoff procedure for Runway 2L requires runway heading to an altitude of 1500' before turning.
6C	Residential areas in the north section beginning 1/2 mile from the boundary.

Tri-City

Saginaw, MI

AGL

MBS

Part/Subset(s)

Comments

2D6	Trees located in the northeast quadrant of the airport.
5J	Maintain altitude of 2200' MSL for noise reasons and a 'Keep 'em high program.' Once cleared out of the 2200' traffic pattern altitude, the aircraft is to make a stabilized straight approach to the runways.
6A	2 miles from airport boundary in the west-northwest quadrant.
6C	3 miles west.
6E	Scattered in residential area, 3 miles west.

Southern Illinois

Carbondale, IL

AGL

MDH

Part/Subset(s)

Comments

2B1

The city and county are in process of rezoning land around airport for more compatible land use.

2D6

River in the north-northwest. Tree line in the north-northwest.

6C

Mobile homes park in the south, 1/2 mile from boundary.

Chicago Midway

Chicago, IL

AGL

MDW

Part/Subset(s)

Comments

5I	No student flight training permitted.
6A	Schools in all surrounding areas.
6C	Residential areas surround airport except to the northeast.
6E	Scattered except to the northeast.
6G	Park 1/2 mile southeast.
6H	Motel 1/2 mile northeast.

Mansfield Lahm Municipal

Mansfield, OH

AGL

MFD

Part/Subset(s)

Comments

4D1 Restrict the location of engine runups to the end of all the runways.

5C1 Runway 32.
5C2 Large and jet aircraft. Traffic pattern altitude is 3500' instead of 3000' for ILS approaches from the southeast to Runway 32.

6C Approximately 4 miles south.

Special note: The west, north, and east section of the airport are open areas. The city of Mansfield located near 3 - 4 miles to the south section of the airport.

Montgomery Co. /
Dayton General South

Dayton, OH

AGL

MGY

<u>Part/Subset(s)</u>	<u>Comments</u>
2B1	County has a review process for all building applications which are granted or denied on the basis of land use compatibility.
2D6	Trees on the north between airport and residential areas and on the south boundary.
4D1	Restrict the location of sea plane engine runups to the southwest quadrant.
5C3	Informal restriction which states: 'No left turn after departures to the west until reaching an altitude of 2000' or 1 mile.' This is to avoid the area of West Carrolton.
6A	School in the southwest quadrant, 1/2 mile; and in the northeast quadrant, 3 miles.
6C	Residential areas on north-northeast boundary; in northeast quadrant, 3 1/2 miles; and on southwest boundary.
6E	Southwest quadrant, 1/4 mile; northeast quadrant, 3 miles.
6G	Boating Dock on the southwest boundary.
6H	Northeast quadrant, 3 miles.

The area of Miami Shores is located northeast near the airport boundary and it extends for 2 miles. In the northeast quadrant, 3 1/2 miles, is the city of Dayton. Off the southwest boundary is the city of West Carrolton. The Miami River runs north and south on the west side of the airport.

Crystal

Minneapolis, MN

AGL

MIC

Part/Subset(s)

Comments

2D8	The MAC has a portable noise monitoring system.
4D1	Restrict the location of engine runup maintenance to the southwest quadrant and runups are not permitted between 10 p. m. and 7 a. m.
6A	Scattered.
6B	Scattered in all quadrants.
6C	Scattered in all quadrants.
6E	Scattered throughout the residential areas in all quadrants.
6H	Motel is approximately 1/4 mile west; others scattered.
7B	5 - 10 complaints per year.

Delaware County Airport

Muncie, IN

AGL

MIE

Part/Subset(s)

Comments

6A	University, 2 1/2 miles to the south.
6B	Hospital, between 3 to 4 miles in the south-southwest quadrant.
6C	Residential areas in the north, west, and southeast quadrants approximately 1 mile from boundary.
6D	Scattered throughout the residential areas in the north, southeast, and west.
6F	Civic center approximately 2 1/2 miles south.
6G	South, 2 1/2 miles.
6H	South of the airport boundary, 2 1/2 miles.

Part/Subset(s)

Comments

2A

The Milwaukee County Airport Commission has developed restrictions and procedures for the airport concerning noise abatement procedures.

4A6 }
4B1A }
4B2C }

Restricted use for those aircraft 12,000 pounds or over between 10 p. m. and 6 a. m.

5C1

Informal runway usage program. First preference for takeoffs is Runway 19R, second preference is Runway 25L, third preference is Runway 1L, and fourth preference is Runway 7R.
The preferences for landing are: Runways 1L, 7R, 19R, and 25L.
When Runway 1L/19R is open, Runway 1R/19L will be closed between 10 p. m. and 6 a. m. to all aircraft except lightweight single engine, category 01 aircraft.
When Runway 7R/25L is open, Runway 7L/25R shall be closed between 10 p. m. and 6 a. m. for all aircraft except lightweight single engine.
Runway 13/31 will be closed to all aircraft greater than 100,000 pounds gross weight or turbojet aircraft when Runways 1L/19R or 7R/25L are bare and dry and there are winds of 15 knots or less, and a crosswind of more than 80°. Except under adverse weather conditions, category 02 and 03 aircraft (all aircraft other than lightweight single-engine aircraft) between 10 p. m. and 6 a. m. shall land on Runway 1L and take off on Runway 25L or 19R.

General Mitchell Field Cont'd.

- 6A Schools, east section, 2 miles from airport, and west section, 1 mile.
- 6C Residential areas, east section, 3 miles; west section, 2 to 5 miles from boundary. Greendale is located in the west area, Cudahy is in the east area.
- 6E Religious structures are scattered throughout the east and west sections in residential areas.
- 6G Shoreline with beaches 2 miles to the east. Parks are scattered in the east and west sections.

Muskegon County

Muskegon, MI

AGL

MKG

Part Subset(s)

Comments

2D6	A tree barrier lies between the airport and residential area in the northwest quadrant, east side of the airport and on the east side of Runway 14. No airport use restrictions.
5J	Informal 'Keep em' high' program.
6A	Schools, east and northwest boundaries, and in northeast quadrant, 2-3 miles.
6B	Three hospitals in the north section, 3-6 miles.
6C	Residential areas in all quadrants; northwest quadrant is the most noise sensitive.
6E	Religious structures in all quadrants in the residential area; closest is 1/2 mile from boundary.
6H	North, 2 miles.

Quad City

Moline, IL

AGL

MLI

Part/Subset(s)

Comments

2B1	County zoning ordinance requires all construction be approved by Metropolitan Airport Authority, based on noise sensitivity and height restrictions.
2D0A } 2D0B }	Approximately 20 homes have been acquired for noise reasons on the north boundary over the past 5 years.
2D1A } 2D1B }	Trailer park on the southwest corner of the airport. The Metropolitan Airport Authority bought air rights over this park 5-7 years ago.
4D1	Restricted to the south end of Runway 30
5A5 5C1	Profile descent in process of being implemented. Runways 9/27 are preferential. Informal runway system tries to keep all operation to the south.
5J	'Keep 'em high' program for noise reasons.
6A 6C	School 1/4 mile to the northeast. Trailer court on southwest boundary, residential areas to the north and northwest.

Marquette County

Marquette, MI

AGL

MQT

Part/Subset(s)

Comments

2D6

Trees in all quadrants of airport boundary areas. No restrictions nor noise abatement procedures.

6G

Recreational area in the northwest quadrant.

Dane County Regional/
Truax Field

Madison, WI

AGL

MSN

Part/Subset(s)

Comments

4BLJ

No scheduled air carrier operation from 12 mid-
night to 6 a. m.

5C1

Informal preference for Runway 18 landing to the
south and Runway 36 taking off to the north to
avoid noise sensitive areas to the south in the
early morning and late evening hours.

6C

Residential areas 2 miles south

6E

Scattered churches 2-5 mles south.

Minneapolis-St. Paul International Minneapolis, MN AGL MSP

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	Metropolitan Airport Commission has restrictions and procedures for noise abatement.
2D0A } 2D0B }	Fifty homes 3/4 mile southeast acquired for clear zone and noise impact reduction.
2D6	Earth berms and trees in south and southeast quadrants. Another is proposed for northwest quadrant.
2D7	Extension of Runway 4/22 is proposed for 2000' total displacement.
3A	Metropolitan Airport Sound Abatement Counsel.
3B	Noise Abatement and Land Use Master Plan in process.
4B1D } 4B2D }	Voluntary minimization curfew for all scheduled aircraft.
4D1	Military use northeast quadrant, civilians use south-central quadrant, and airlines use southwest quadrant.
4D2	No more than one engine runup per hour. Engine runups only for documented emergency from 11 p. m. to 6 a. m.
4D6	Aircraft must have permission for takeoff before taxiing from gate.
5A1	In conjunction with profile descent program.
5A2	In conjunction with profile descent program.
5A5	Airline procedure states "Maximum flap retraction with reduction in power after takeoff."
5C1	Runways 29L and 29R have first preference for landing with Runway 4 having second preference. For departures, Runways 11L and 11R have first preference, Runway 22 has second preference.
5C2	Approaches use least populated southeast and southwest quadrants.

Minneapolis-St. Paul International (continued)

<u>Part/Subset(s)</u>	<u>Comments</u>
5C3	Runway 22 uses delayed right turn at 3000' altitude. Runways 11L and 11R turn left to heading 105 ^o . A proposal specifies Runway 22 departures turn to heading 190 ^o at 3500'.
5E	Requested by tower.
5H2	Runway 22 is displaced 1000' for noise abatement.
5I1 } 5I2 } 5I3 }	No flight training permitted at airport.
5J	"Keep 'em high" program; and pilots are informed of noise sensitive locations.
6A	Schools scattered throughout all quadrants.
6B	Hospitals 1/2 mile and 3 miles northeast and 3 miles southwest.
6C	Residential areas begin 1/4 mile northeast, 3/4 miles northwest and 1 mile southwest.
6D	Fort Snelling National Park is 1/2 mile northeast and Minnehaha State Park is 1 1/2 miles northeast.
6G	Three recreational lakes are 1 1/2 miles to 4 miles northwest.
6H	In all quadrants, but primarily 1 1/2 miles south.
7G	Approximately 500 complaints per year average. This year the count has been down 60% but is expected to climb.

Williamson County-
Marion Municipal

Marion, IL

AGL

MWA

Part/Subset(s)

Comments

2D6

Trees and a strip mining area in the north-northeast section of the airport.

6G

Crab Orchard Lake area in the south, 2 miles.

Part/Subset(s)

Comments

- | | |
|----|--|
| 2A | Noise restrictions and procedures developed by the city.
Airport closed to jet traffic. |
| 6B | Retirement home, 1/4 mile northeast of boundary. |
| 6C | The airport is surrounded by residential areas. |
| 6E | There are churches throughout the residential areas. |

<u>Part/Subset(s)</u>	<u>Comments</u>
2C1	Two "soundproofed" schools in Des Plaines have found soundproofing "totally unsuccessful."
2D5	Baffle-type noise suppression equipment in west quadrant. Perimeter security fencing only.
2D8	FAA mobil noise monitoring.
3A	National Organization to Insure Sound Environment (NOISE) represents all adjacent areas.
4D1	Runups permitted in 32L penalty box, 32L approach pad and 9L pad.
4D2	Turbojet runups require airport management approval.
5A5	Turbojet, turboprop and propeller aircraft over 12,500 lbs. do not turn on approach below 4000'.
5B	Profile descent 10,000'. Parallel approach 4,000' or 5000'.
5C1	Preferences for operations are specified from 11:00 p. m. to 7:00 a.m.
5C2	11:00 p. m. - 7:00 a. m. arrival runway preference 14R.
5C3	11:00 p. m. - 7:00 a. m. departure runway preference 27L climb-on 290 ^o heading 3000'.
5D	Runways optionally rotated every eight hours, but nearly impossible because of traffic volume.
5I1 } 5I2 } 5I3 }	Informal restriction on touch and go operations between 11 p. m. and 7 a. m. During other time periods, traffic volume from commercial operations and landing fees effectively limit flight training.
6A } 6B } 6C } 6D } 6E } 6F } 6G }	These noise sensitive areas are scattered throughout all quadrants of the airport.
6H	
6I	

Chicago-O'Hare International (continued)

Part/Subset(s)

Comments

7G

Departure complaints tripled in 1977 due to the revised ATA noise abatement takeoff/departure turbojet procedures and increased use of runway 4R/22L. In 1977, there were 1300 noise complaints received.

Wittman Field

Oshkosh, WI

AGL

OSH

Part/Subset(s)

Comments

2C2	In the northeast quadrant, there is a program which states that any new health facility must have soundproofing if it lies in a noise sensitive area determined by noise contours.
2D0A } 2D0B }	Land acquired in the east, west and south sections.
2D1A } 2D1B }	Easements acquired in the east, west and south sections in the clear zone area.
6A	Northeast quadrant, 1 1/4 mile; and north-northwest, 1 1/2 miles.
6C	Residential areas located counterclockwise from northeast to northwest boundaries.
6F	Civic Center, 1 1/2 miles north-northwest.
6H	Scattered in all quadrants; north and east sections are the most noise sensitive.

Ohio State University

Columbus, OH

AGL

OSU

Part/Subset(s)

Comments

2D6	Trees have been planted around the hangar area for noise reasons.
3A	2 noise committees: Columbus Northwest Civic Association located in the east and southwest quadrant; another committee in the north.
3F	The airport has abandoned all plans for runway expansion due to noise reasons.
5C1	Runway 27L for departures and Runway 9R for landings.
5C2	All jet and large aircraft takeoff to the west and land from the west as conditions permit.
5C3	
5E	On Runway 9, for right turn departures: tower requests a maximum climb on takeoff to an altitude of 3000' to avoid the residential area.
5I1	
5I2	No training between 10 p. m. and 6 a. m.
5J	There are 56 based helicopters. The tower uses a special procedure for the military helicopters. All helicopters shall depart and arrive from the west boundary area and land between the parallel runways for noise purposes. For south departures, helicopters are requested to reach an altitude of 1900' before heading on course. This takes them out over an open field to the south.
6A	Approximately 2 miles in the northeast quadrant.
	Approximately 1 mile in the north-northwest quadrant.
6B	Approximately 3 miles to the east-southeast quadrant.
6C	Noise sensitive areas in the east section, approximately 1/2 mile; in the southeast quadrant, approximately 1/4 mile; and the north section, approximately 1 1/2 miles.
6E	Scattered in the residential areas. Most noise sensitive area is in the north section, approximately 1/2 mile.

Greater Peoria

Peoria, IL

AGL

PIA

Part/Subset(s)

Comments

5C3

Large jet aircraft taking off on Runway 12 maintain heading until reaching an altitude of 1000'.

5J

'Keep 'em high' program.

6A

Schools to the northeast and south, from 3/4 mile from boundary.

6C

Southeast, 1/2 mile from airport boundary, and on boundaries to the north, east and southwest.

6E

Churches on the south and northeast boundaries.

Oakland - Pontiac

Pontiac, MI

AGL

PTK

Part/Subset(s)

Comments

2D0A	Land acquisition (1971) in the east section involved the acquisition of about 20 homes for expansion and environmental reasons.
2D6	Trees on the northwest quadrant between the airport boundary and residential area and in the northwest quadrant for noise reasons.
4D2	Informal restriction on jet aircraft runup maintenance between 9 p. m. and 7 a. m.
6A	Noise sensitive and school in the east-northeast, 2 1/2 miles and due north, approximately 1/2 miles.
6C	Approximately 2 1/2 miles to 5 miles in the west and 5 miles from the airport boundary in the east.
6E	Scattered throughout residential areas in the west and east.
6F	Civic center approximately 12 miles in the east.

Palwaukee

Chicago, IL

AGL

PWK

Part/Subset(s)

Comments

3A	Noise committee in the north section recently presented noise petitions.
5C2	An informal procedure to keep operations over the Forest Preserve to the east section and the industrial area to the west. For takeoffs on Runway 34, restricted to a right turn heading of 020 ⁰ or 320 ⁰ .
5J	An informal procedure to keep helicopters away from the populated areas of the airport.
6A	Schools in the north, 1 mile.
6C	Residential area, north, 1/2 mile.
6D	Forest Preserve to the east.
6E	Religious structures scattered in the north and south.
6G	Located north and south.
6H	Hotel in the southeast quadrant, 1 1/2 mile.

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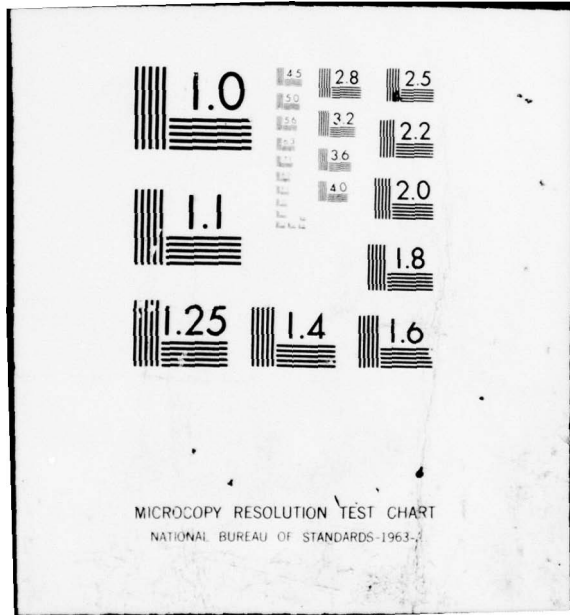
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Greater Rockford

Rockford, IL

AGL

RFD

Part/Subset(s)

Comments

2A	The Greater Rockford Airport Authority recommends restrictions and procedures for the airport concerning noise abatement.
2D0A } 2D0B }	Airport authority has developed an industrial park on airport property around all quadrants to help impede development around the airport.
5C2) 5C3) 5D)	Turboprop and turbojet training aircraft. Aircraft departing runway 18 straight out and right turn. Aircraft departing runway 36 left turn.
5E	Aircraft are instructed to achieve a maximum climb to 2000' MSL.
5I1	Touch and go operations are instructed to make a left or right turn at airport boundary. If this is not possible, maintain runway heading until 2 miles from boundary.
6A	Schools 3/4 mile northeast and 3/4 southeast.
6C	Residential areas, 3/4 mile north, 3/4 mile southeast, and due east 2 miles.
6G	Parks scattered in all quadrants. Closest is 2 miles southeast.
6H	Motel 1 mile east.

Rochester Municipal

Rochester, MN

AGL

RST

Part/Subset(s)

Comments

2B1	Construction applications in airport vicinity reviewed by Olmstead County for land use compatibility.
5I	Informal restriction 11 p. m. to 7 a. m. ; Sunday until 10:30 a. m.
5J	Informal procedure to avoid Stewartville to north and scattered residential areas to south.
6C	4 miles northwest, 4 miles south.

Michiana Regional

South Bend, IN

AGL

SBN

Part/Subset(s)

Comments

2B1	Industrial zoning under approach and departure ends of each runway.
2D0A 2D0B	About 400 acres on the north and west have been acquired for noise and expansion purposes.
5C1 5C3	Informal preferential runways procedure from 11 p. m. to 7 a. m. to avoid the eastern and southwestern areas.
6A	There is a school 1 mile south-southeast. Notre Dame and St. Mary's Universities are approximately 4 miles east.
6C	On the southern boundary, and at the universities 4 miles east.
6F	Concert Hall at the University.
6G	Recreation facilities at the University, 4 miles east.

Capital City

Springfield, IL

AGL

SPI

Part/Subset(s)

Comments

2D1	Airport owns excess property on all quadrants of the airport. Trying to sell property with noise easements rights.
2D5	Air National Guard has shed type noise suppression equipment in the northeast quadrant.
4D1	Restricted to the north ramp.
5C1	Informal preferential runways for Air National Guard operations are Runway 4 for departures and Runway 22 for landings.
5C2	F-4 aircraft on overhead approach are required to break west of airport to avoid the city.
5C3	Preferential departure track on Runway 22 for F-4 aircraft. Maintain runway heading for 5 miles to avoid the city. For turbojets off of Runway 22, there are no intersection departures allowed. This also applies to Runway 18.
5J	The Air National Guard are required to cut off after-burners prior to reaching the airport boundary on takeoffs.
6A	1 mile south.
6B	3 miles southeast and 4 miles to the east-southeast
6C	2 miles southwest and scattered in other areas with the exception of the west-northwest.
6D	Springfield area is surrounded by historic sites from the Lincoln Society. Lincoln's home is in the southeast quadrant, 3/4 mile from boundary.
6F	Concert Hall, 2 miles south.

St. Cloud Municipal

St. Cloud, MN

AGL

STC

Part/Subset(s)

Comments

2B1

City and county have established noise buffer areas and restrict certain type of building construction in these areas. There is a restriction concerning the number of people living within 1 mile radius of the airport.

2D1A

There were land easements purchased 3 years ago in all quadrants for both noise and height reasons. No noise abatement procedures. No noise sensitive areas.

Note:

Airport was built in 1970. At that time, all areas around the airport were zoned for land use compatibility; thus, there is no noise problem at this airport.

Holman Field

St. Paul, MN

AGL

STP

Part/Subset(s)

Comments

2D0A 2D0B	Approximately 8 years ago, there was a land acquisition in the north section of the airport including approximately 75 homes. This area was developed into an industrial park.
2D6	Wetlands area and trees in the south. This area is used for jet runup maintenance.
2D7	There is a proposed runway extension for Runways 14/32. This will take traffic over the wetland and river area.
2D8	Metropolitan Airport Commission (MAC) has a portable noise monitoring unit used to check for noise.
3A	Approximately 2 noise complaint committees: Dayton Bluff area (Dayton Bluff Community Association), and Moundes View area located in the east quadrant. MAC also has a special noise committee which handles noise complaints.
4B1	Engine runup maintenance is conducted in the south section. Blasts are directed to the south in the wetland area.
5C1	Runway 12 for departures. Runway 30 for landings.
5C2	Special approach track includes a straight in approach to Runway 30.
5C3	Aircraft are required to maintain runway heading until reaching an altitude of 3000' MSL before turning.
6A	Scattered in all quadrants. The most noise sensitive schools are located approximately 1 mile southwest, 1 mile northwest, 1 mile east.
6B	Nursing home, 1/2 mile west; Hospital 1 mile northwest.
6C	Scattered in all quadrants. The Moundes View area at east-southeast is the worst.
6D	State park located at approximately, 1 mile in the south-southwest quadrant.
6E	All quadrants.
6F	Civic center in the north-northwest quadrant, 2 miles of boundary.
6H	Hotels are located at 1 1/2 miles in the northwest quadrant.

Toledo Express

Toledo, OH

AGL

TOL

Part/Subset(s)

Comments

2D5	The Air National Guard has noise suppression equipment.
5C3	Restriction on jet aircraft concerning takeoffs on all runways. Instructed to maintain runway heading until reaching 2500' MSL before turning.
6A	School in the west, 1 mile from boundary.
6C	Northeast quadrant, approximately 4 miles from boundary.

Cherry Capitol

Traverse City, MI

AGL

TVC

Part/Subset(s)

Comments

2B1	All areas around the airport have been zoned industrial.
5C1	Runway 10.
6B	Hospital is 3 miles west.
6C	Residential areas in the west near boundary; sparse residential areas in the south and east quadrant. Church is in the northwest 1 mile.
6F	Outdoor theatre, 2-3 miles in the northwest quadrant.
6G	North-northwest, 2 miles.
6H	Hotels are in the northeast quadrant, 1 mile; and in the west, 4-5 miles.

Note: Although the airport is located near some noise-sensitive areas, the airport has no noise problem due to industrial zoning.

Waukegan Memorial

Waukegan, IL

AGL

UGN

Part/Subset(s)

Comments

5C1	Runway 5/23
6A	Southeast quadrant, 1/4 mile; south on the boundary; northeast quadrant 1 mile from airport.
6C	Scattered throughout. Highest concentration is southeast on the boundary.
6D	Historic site at the southeast of the airport, approximately 1 mile.
6E	Church is in the southeast approximately 1 mile.
6G	Marriott Great America, 4.6 miles to the southwest.
6H	Scattered throughout all quadrants.

Porter County Municipal

Valparaiso, IN

AGL

VPZ

Part/Subset(s)

Comments

2B1

County has a special review process of applications for construction on the airport. Applications are either granted or denied on the basis of land use compatibility. No airport use restrictions or noise abatement procedures.

6A

Schools, west, 2 miles.

6C

Residential area, west, 2 miles.

6E

Scattered throughout residential area.

6H

Scattered, from 1 1/2 miles of the airport.

Willow Run

Detroit, MI

AGL

YIP

Part/Subset(s)

Comments

- 3D Airport manager is interested in participating in an ANCLUC study.
- 5C1 Runways 5R/23L.
5C3 Aircraft departing on Runway 5, are requested to turn left to a heading of 340° to avoid the noise sensitive area in the west.
- 5F Pilots are instructed to use takeoff thrust restrictions when departing.
- 6A Southeast quadrant, 3 miles from the boundary. West section, approximately 2 miles from the boundary.
6B Hospital in the west section of the airport, approximately 2 miles from the boundary.
- 6C Southeast quadrant, 3 miles; west section, 2 miles from the airport; southwest quadrant, 1 1/2 miles of the airport.
- 6D Scattered throughout the residential areas of southeast, west and southwest quadrants.

Special note:

Farmland is in the north-northeast and east of the airport. The city of Bellville is in the southeast quadrant of the airport. A lake is in the south approximately 1 1/2 miles from the boundary.

Youngstown Municipal

Youngstown, OH

AGL

YNG

Part/Subset(s)

Comments

2A	The city prescribes restrictions and procedures for the airport, and has published a noise abatement procedures booklet.
2D6	Trees are located in all quadrants.
3A	City of Youngstown has a special committee set up to handle noise complaints.
4D1	Airport requests that no runup maintenance be conducted at ramp areas on the approach end of Runway 18 in the northeast quadrant.
5C1	Preferential Runways are 14 or 32.
5E	Included in booklet cited in 2A above. Requests a maximum climb on takeoff.
5F	Included in booklet cited in 2A above. Takeoff thrust reduction after reaching an altitude of 2000'.
5I2	Between 11 p. m. and 7 a. m. , no training allowed.
5J	'Keep 'em high' program for high-performance aircraft. Noise abatement Procedure booklet is given to all pilots as they arrive or depart from the airport.
6C	Trailer parks to the southwest, 1/2 mile, and to the southeast, 1/2 miles.

Bolton Field

Columbus, OH

AGL

214

Part/Subset(s)

Comments

2D6

Trees on the west between the airport boundary and a residential area.

6C

Residential areas to the west.

6E

A church is located 2 miles east.

6G

There is a golf course on the western boundary.

Part/Subset(s)

Comments

- | | |
|----------------|--|
| 3A | Noise complaint committee from the areas around the airport with a heavy concentration in the northeast quadrant of the airport. The committee is protesting airport expansion. |
| 4D1 }
4D2 } | Restriction on the location and time of engine runup maintenance on voluntary basis. Maintenance is usually conducted in the west and try to avoid prolonged runup maintenance from 11 p. m. to 7 a. m. |
| 5C2 | North traffic pattern to avoid the city of Oberlain in the south area of the airport. Informal procedure to keep the traffic pattern at a high altitude and at a close radius to the airport. Informal restriction to maintain runway heading until reaching an altitude of 700' before turning. |
| 5E | Aircraft ascend at a maximum rate of climb after departure. |
| 5G | Jet aircraft are requested to avoid reverse thrust if possible. |
| 5F | After reaching altitude of 700', aircraft are requested to reduce power. |
| 5I | Informal restriction on training from 11 p. m. to 7 a. m. |
| 5J | No intersection takeoffs allowed. |
| 6A | 3 miles, southwest quadrant. |
| 6C | 2 miles, northeast quadrant. |
| 6F | Outdoor concert hall, 3 miles in the southwest quadrant. |

NEW ENGLAND REGION

**CONNECTICUT
MAINE
MASSACHUSETTS
NEW HAMPSHIRE
RHODE ISLAND
VERMONT**

NEW ENGLAND

Boire Field

Nashua, NH

ANE

ASH

Part/Subset(s)

Comments

3A	Anti-airport group from the city of Nashua.
6A	Schools, 3/4 mile east.
6B	Hospital, 1 mile east.
6C	Residential areas in all quadrants, 1/2 mile to the east is the most noise sensitive; also area to the south on the boundary is very noise sensitive.
6E	Churches scattered in residential areas in all quadrants.
6G	Recreational facilities scattered in all quadrants.

Barnes MunicipalWestfield, MAANEBAFPart/Subset(s)Comments

2A	City prescribes noise abatement procedures.
2B1	Tax relief has been given to people living within certain proximity of the airport.
2D6	Trees on all boundaries except on the south .
3A	S. N. A. P. (Stop Noise, Air Pollution) committee from Westfield. Law suits against the airport.
4D1	Informal procedure to make engine runups on the east side of the airport against the blast fence . Runup maintenance is not done after midnight or before 7 a. m.
4D2	
5C3	There is a right pattern requirement on Runway 2 for Air National Guard F100 aircraft to avoid the city. For departures on Runway 20 , they are required to turn left to avoid the city.
5C3	
5I1	For F100's , only 3 touch and go's are allowed. This is an informal procedure with the Air National Guard. Part of the noise problem is due to the F100 military aircraft .
6A	Schools in the west, 3 miles.
6B	Hospitals and nursing homes approximately 2 to 5 miles south and west of the airport.
6C	Residential areas, south and west, 2-5 miles , and south 1/4 mile. The areas south and northeast are the most active in noise complaints.
6G	Golf course east of the airport, 1/2 mile; Hampton Ponds northeast, 1 1/2 miles.
6H	Scattered.

Bradley International

Windsor Locks, CT

ANE

BDL

Part/Subset(s)

Comments

- 2D6 There are blast walls on the north-northwest side and on the east-southeast side used for maintenance runups by Pratt Whitney and the Air National Guard. The Guard has shed-type noise suppression equipment.
- 3A Noise committees include a governor-appointed group and Bradley Airport Noise Policy Committee. This was prescribed in the Master Plan and includes the airport manager, citizen groups, airline representatives and other members. Total membership is about 20 members. There is a citizen complaint group called "Citizens for Better Granby" from the city of Granby in the west-northwest area of the airport.
- 4D1 }
4D2 } Restrict the time and location of engine runups for aircraft. Curfew on runups between 11 p. m. and 6 a. m. unless given prior approval of the airport manager. Restriction on the location for air carrier, multi-engine aircraft and pure jet aircraft. Restrict these aircraft to the southeast edge of the freight ramp facing their blast to the northwest quadrant. The Air National Guard performs engine runup maintenance on the west side, adjacent to Taxiway J.
- 5C3 Preferential departure tracks: for IFR departures on Runway 6, make a 15^o turn to the right.
- 5I1 }
5I2 } Flight training restriction Monday through Saturday:
5I3 } no flight training between 11 p. m. and 7 a. m. ; on Sundays, 11 p. m. to 12 noon. One pure jet aircraft is allowed to train at a time on a first come first serve basis.
- 5J Restriction on helicopter operations to avoid the Windsor Locks Area. Letter of agreement with the Air National Guard to comply with this procedure.
- 6A Schools scattered in all quadrants. Southeast quadrant is the most noise sensitive area.
- 6C Residential areas in all quadrants. The worst is in the southeast quadrant, 1/2 mile away, and the northeast quadrant, 1 1/2 miles.

Bradley International (Continued)

Part/Subset(s)

Comments

- | | |
|----|--------------------------------------|
| 6D | Parks scattered in all quadrants. |
| 6E | Churches scattered in all quadrants. |
| 6H | Motels scattered in all quadrants. |

I. Sikorsky Memorial
(Bridgeport Municipal)

Bridgeport, CT

ANE

BDR

Part/Subset(s)

Comments

2D6	Trees on the south boundary of airport.
4A6	There is a restriction on any aircraft 12,500 lbs. or more. Those aircraft are instructed not to use Runway 34/16.
4D2	There is an informal procedure which restricts engine runups between 10 p. m. and 7:30 a. m.
5C1	The preferential calm wind runway is 11/29.
5I1 } 5I2 } 5I3 }	There is no flight training allowed between the hours of 10 p.m. and 7:30 a. m.
6A	Schools in the east section, approximately 3 miles from the airport. In the north and west sections, approximately 1 1/2 miles from the airport.
6B	There are hospitals 2 1/2 miles north of the airport.
6C	Residential areas in all quadrants except the east. The southern section is the worst for noise sensitivity.
6E	Religious structures are scattered throughout the residential areas.
6F	There is a Shakespearean outdoor theatre 1 1/2 miles north of the airport.
6G	Recreational facilities are scattered throughout quadrants with the exception of the east and southwest.
6H	Hotels and motels are scattered throughout the area.

Special note:

Airport lies in the City of Stratford but is owned by the city of Bridgeport, which wants to expand the facility. This has created zoning and expansion problems.

Part/Subset(s)

Comments

- 2A Airport is operated by Massachusetts Port Authority which imposes procedures and restriction for noise.
- 2D6 Tree line on the north boundary.
- 2D8 Noise and air pollution monitoring system on the field but not permanent. It is part of the ANCLUC study being performed.
- 2D9
- 3A Number of committees around this airport: Citizen's Aviation Policy Association from Lexington which is east of the airport; another group in Lincoln which is located southeast; and the Hanscom Field Advisor Committee (HFAC).
- 3 There is an ANCLUC study underway now. Bedford is one of two airports in which an ANCLUC study is now going on.
- 4B13 An informal curfew - manager discourages operations between 11 p. m. and 7 a. m. This is not a binding curfew.
- 4B2B
- 4D1 } Runups restricted to those areas designated by the manager. Runups are prohibited from 11 p. m. to 7 a. m. APU's and GPU's are restricted from 11 p. m. to 7 a. m. Runups are limited to 15 minutes duration each.
- 4D2 }
- 5C1 The calm wind preferential runway for landings is Runway 11 and for departures, Runway 29.
- 5C2 On takeoffs from Runway 11, there is no right turn until after reaching 2,000'. Off Runway 29, no left turns until after reaching 2,000' or 4 miles. Jet aircraft shall use the right traffic pattern for Runway 23 under VFR conditions. Jets are also instructed to use the full runway length for takeoffs.
- 5I1 } There is a restriction to the military for all transit training. Massport has a restriction on touch and go's or flight training between 9 p. m. and 7 a. m. No touch and go's or training for aircraft greater than 12,500 lbs. at any time.
- 5I2 }
- 5I3 }
- 5J Special procedure for helicopters to avoid noise sensitive areas near airport.
TPA minimum is 1000'.

Lawrence G. Hanscon Field (continued)

<u>Part/Subset(s)</u>	<u>Comment</u>
6A	Schools north, 3 miles, and east, 2 1/2 miles.
6B	Hospital, 3 miles north.
6C	Residential areas scattered in all quadrants except due west of the airport.
6D	Minute Man National Park, south-southwest, 1 mile.
6E	There is a noise sensitive church north of the airport, approximately 3 miles. Others scattered throughout the noise sensitive area.
6G	Walton Pond located 3 1/2 miles southwest.
6H	Hotels, motels, south-southwest 1 1/2 miles, others scattered.

<u>Part/Subset(s)</u>	<u>Comments</u>
2B1	Industrial zoning on each end of the runway. They have one runway, 15/33, which runs northwest-southeast.
4D1	Restrict the location of engine runup maintenance to the end of the runways.
5A1 5C3	Glide slope angle changed from 2.65° to 3°. Pilots are requested to maintain runway heading until 1500' before turning. This is for large aircraft.
6A	East, 1/2 mile.
6B	East-southeast, 1 mile.
6C	In all quadrants. The south is the worst, 3 miles
6E	Scattered throughout the residential areas.
6F	Auditorium to the southeast approximately 1 1/2 miles.
6H	East, south, and west from the boundary and out 5 miles.
7D	30 noise complaints annually.

Special note: Because of the length of the runway which is 11,440' with an overrun of a 1000' on each end and a 300' width, there is not much of a noise problem.

Part/Subset(s)Comments

- 2A The Massachusetts Port Authority owns and operates the airport and also prescribes different noise abatement procedures.
- 2C1 }
2C2 } Port authority has applied to FAA for funds to soundproof 3 schools and 1 hospital. This application is pending in Washington, D. C.
- 2D0A }
2D0B } Relocation plan at the airport for the Neptune Road area of the airport in the northwest quadrant. Approximately 60 homes are eligible for purchase under this plan. About 30 homes have been purchased - voluntary program on the part of the owners. Plan started in August 1973.
- 2D1A }
2D1B } Land disposal program of the Port Authority may require certain parcels of land to be disposed of by the Port Authority. This excess land lies in the approach zone of Runway 22L. All this action is pending. Massport property will be sold with noise easement rights. It will be sold to both residential and commercial buyers.
- 2D2 Only FAR 36 aircraft are allowed to land between 11 p. m. and 7 a. m. Others will be allowed if they receive a waiver from Massport. However, if they fail to receive this waiver, they are subject to a fine of \$250 for each violation.
- 2D6 There are blast fences on the airport at the end of Runway 22R at the north sector and by the General Aviation Terminal which is in the southwest quadrant.
- 2D8 There are 12 different noise monitoring locations at the ends of each runway.
- 3A Approximately 9 noise committees from the various areas surrounding the airport. One is the MAPNAC- "Massachusetts Air Pollution Noise Abatement Committee." The Port Authority has regularly scheduled meetings with these committees. Its involvement was received during the Preferential Runway Usage study.

Logan International (Continued)

<u>Part/Subset(s)</u>	<u>Comments</u>
3D	There has been no ANCLUC study completed at the airport. However, noise control and compatibility problems were included in the master plan. Massport also has a noise control plan completed.
3F	There are also various experiments underway now concerning departure headings, review of instrumentation, displaced thresholds, glide slope angles, preferential runways, portable mufflers for ERM and other activities.
4B1E } 4B2A }	There is no formal curfew but the manager is trying to get the airlines to reschedule their jet aircraft arrivals and departures before 11 p. m. and after 7 a. m. This is a voluntary curfew and has had some success. There is a non-FAR 36 restriction between the hours of 11 p. m. and 7 a. m. which may be waived by Massport.
4D1 } 4D2 } 4D3 } 4D4 } 4D5 } 4D6 }	There are no maintenance runups between 11 p. m. and 7 a. m. Those runups during other hours are done at the end of Runway 33L. At the west end of the airport hangars are used as a noise shield. For taxiing, the management encourages a single engine or engine-out to taxi into the south and east terminal area. Aircraft must be towed from the west side gate of the south terminal. Engines are out at the fire station at the south end of the south terminal and are to be towed to and from the gates. Also, landing aircraft are required not to bear from the runway until reaching the end of the runway for taxiing purposes after landing.
5A5	Profile descent program, known as 'power off descent program. "
5A4	This would cause deceleration procedure.
5C1	Preferential runways are: 4L/4R during daytime landing, followed by the second preference for 27/22L, and 15R/9, 15/22R or 22L for departure. Night (11 p. m. to 7 a. m.) operational runways are: 33L/4R for landings and 15R/9 for departures.

Logan International (continued)

<u>Part/Subset(s)</u>	<u>Comments</u>
5C1	Special notice to airmen includes: Landings on Runway 22R and takeoffs on Runway 4L remain the lowest priority for runway selection and shall be used for aircraft greater than 12,500 lbs. only with a significant operational requirement of emergency conditional assistance. However, during nighttime hours, Runway 22R shall not be used for landings and no departures shall be assigned for Runway 4L regardless of type unless no other runways are available. Also during nighttime hours, all aircraft will be required to use full length of all departures runways except 15R.
5C2	For landings on Runway 4R, the aircraft are directed around the north end of the airport and make their descent over the water. This is to avoid residential area in the southwest quadrant of the airport.
5C3	For departures of Runways 4R, 15R and 9, aircraft remain on runway heading until reaching 2500'. For departures of Runway 27, aircraft make a left turn to a heading of 250 ⁰ ; for Runway 33L aircraft make a left turn to heading of 315 ⁰ ; for Runway 22R and 22L, aircraft turn left to heading of 180 ⁰ .
5E	Airlines use standard air traffic altitude procedures for maximum climb on takeoff.
5G	Aircraft are instructed to use full length of runway to help minimize reverse thrust.
5H2	Runway 22R is displaced 800' for noise.
5I1 } 5I2 } 5I3 }	No flight training permitted.
5J	14,000' minimum holding patterns for large aircraft. After the aircraft is cleared out of 14,000' by the tower, it makes a stabilized straight in approach.

Logan International (continued)

<u>Part/Subset(s)</u>	<u>Comments</u>
5J	This procedure also creates minimum flap usage for the aircraft.
6A	In all of these categories there is noise sensitive areas in all quadrants except the east and the northeast quadrants. Cities around airport that are noise sensitive: Revere - due north, Orient Heights - due north, Winthrop - due north, Nahant - northeast quadrant, Pt. Shirley - east quadrant, Squantum - south quadrant, Quincy - south quadrant, Wollaston - south quadrant, South Boston (Neptune Area) - southwest, Jamaica Plains - southwest, East Boston - west, Summerville - west, Medford - northwest, Malden - northwest, Everett - northwest, and Chelsea - northwest.
7G	Approximately 2000 noise complaints in 1977.

Burlington International

Burlington, VT

ANE

BTV

Part/Subset(s)

Comments

2D6	Trees on all boundaries.
4D1	Restrict the location of engine runup maintenance to the east end of Runway 33 in the southeast quadrant.
5C3	Preferential departure track (informal procedure) - off Runway 15, request a right turn to a heading of 170 ⁰ for approximately one minute. This leads aircraft away from the populated area.
6A	Schools in the northeastern quadrant, 2 to 3 miles from boundary.
6B	2 to 3 hospitals in the northeast quadrant, 2-3 miles.
6C	North-northeast boundary, southeast boundary, approximately 1 mile. Noise sensitive area to the west side, 1/4 mile.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	Procedures and restrictions of aircraft operations are imposed by the airport commission of the local government.
2D6	Tree line to the southeast, southwest, and northeast of the airport is being maintained for noise abatement purposes.
3A	C. R. A. S. H. , a Committee to Restore Sensitivity to Homeowners , comprised of members of all quadrants.
4B1D	Voluntary curfew between 11 p. m. and 6 a. m.
4B2D	Applies to all aircraft. It is not a binding curfew.
5C1 5I1	Preferential calm wind is Runway 16/34. Restrictions on touch and go landings. On weekdays, no touch and go's are permitted between 9 p. m. and 7 a. m. and also on Saturday, Sunday, and holidays, flight training operations are restricted between 9 p. m. and 8 a. m. In the summer months, there is a restriction on Sundays between 1 p. m. and 5 p. m. None permitted after sunset on Saturdays and Sundays. On touch and go operations, the aircraft must be airborne within the first one-half of the runway in use.
5J	Traffic pattern altitude is 900' minimum and no intersection takeoffs on Runway 9/27.
6A	Schools in the west, 1/2 mile and also 2 miles away.
6B	Hospital 2 miles west of the airport.
6C	On the west boundary, there is a residential area . Also on the northwest through southwest boundaries and southeastern boundary. The western sector is the most noise sensitive.
6E	Religious structures scattered in the western and the southeast quadrants of the airport.
6F	Public gathering places located 3 miles in the southeast quadrant.
6H	Motels in the southeastern quadrant approximately 1/2 mile from the airport .
7E	50-100 noise complaints.

New Bedford Municipal

New Bedford, MA

ANE

EWB

Part/Subset(s)

Comments

2B1	All areas around the airport have been zoned industrial.
3B2	Land use compatibility was addressed in the master plan which was completed in 1978. No ANCLUC study completed.
6A	Schools in the south and east sections, between 1 and 4 miles from the boundary.
6B	Hospitals in south and east sections, approximately 1-4 miles away.
6C	Residential areas in the east and south sections 1-4 miles away.
6D	Waterfront Whaling Museum in the south-southeast quadrant, 4 to 4 1/2 miles away.
6E	Churches scattered in south and east sections, between 1 and 4 miles away.
6F	Public gathering places in the east and south sections, 1 to 4 miles away.
6G	Recreational facilities in the east and southwest quadrants 4 1/2 miles.
6H	Hotels and motels in the east and southwest quadrants 4 1/2 miles away.

Special note: Because of the high noise level from the surrounding industrial parks, aircraft noise does not present a problem.

Part/Subset(s)

Comments

- 5C3 Aircraft are required to make a 20⁰ turn to the left to avoid hospitals. This is for takeoffs on Runway 20.
- 6B Hospital in south section, approximately 3/4 mile away from the airport boundary.
- 6C Residential areas in the southeast quadrant on the boundary, on the north and south sections on the boundary.
- 6E Churches in the northwest quadrant approximately 1 1/2 miles from the airport.
- 6G Whalom Park located 1 1/2 miles north.
- 6H Motels in the south section, 1 1/4 miles; and in the southeast, 1 mile.
- 7A Receive less than 5 noise complaints annually.

Trumbull Airport

Groton, CT

ANE

GON

Part/Subset(s)

Comments

2B1 2D6	Land is zoned industrial in the northwest quadrant. Trees in the northwest quadrant of the airport.
3A	There is a noise committee called R. O. A. R. for Return Our Alienated Rights which is located in the western section.
3C	In the process of developing a 20-year master plan. A definite land use compatibility problem exists around the airport.
4D1	Restrict the location of engine runup maintenance to a closed portion of Runway 28 on the northeast side of Runway 23. There is an informal voluntary noise reduction program.
5C3	For takeoffs from Runway 23, request a 10 ^o turn to the left to avoid the noise sensitive areas; for Runway 5, recommend a right turn to follow the river; for Runway 33, pilots hold runway heading until over the river, which is approximately 3 miles away.
6A 6B 6C	Schools , 1 3/4 miles northeast of the airport. Hospital, 3 miles west; nursing home, 1 1/2 miles north. Residences in northeast quadrant, approximately 1 1/2 miles away; southeast quadrant, 3/4 mile; and west-north-west sector, the most noise sensitive area.
6E 6G	Church in the northeast quadrant 1 3/4 miles away. Recreational facilities scattered around the airport in all quadrants.
6H	Resort (Mystic Seaport) and motels 3 to 4 miles northeast.

<u>Part/Subset(s)</u>	<u>Comments</u>
2D6	There is a dike around some of the airport runways to hold back water and reduce the noise. There are also trees across this dike which tend to lessen the noise impact.
3A	There is a committee in Wethersfield which has a noise program. Its activity has declined in recent years since the adoption of noise abatement procedures.
5C2	For arrivals into the Hartford Airport, pilots are instructed to follow the river or highway for landing on Runway 2. Instructed to avoid the area of Wethersfield under VFR conditions.
5C3	All aircraft departing on Runway 20 southbound are instructed to make a left turn to follow the river or highway. Those turning right, do so north of the Wethersfield cove.
5J	All aircraft over Wethersfield are instructed to remain at an altitude of at least 1500'.
6B	Hospitals are 3 miles west of the airport.
6C	Residential areas east, 2-3 miles; south, 3 miles; west-northwest, 3 miles.
6D	Wethersfield is an historic site 3 miles to the south of the airport.
6G	Stadium located 3 miles northwest of the airport.
6H	Hotels, motels, resorts are 1/2 mile west and 3 miles northwest of the airport.

Tweed-New Haven

New Haven, CT

ANE

HVN

Part/Subset(s)

Comments

2D6	Trees near Runway 2 in the south section of airport. This is a noise sensitive area.
3A	Citizen's group from East Haven to protest airport expansion.
5C3	For departures from Runway 20 to the south, no right turns allowed until after shoreline to avoid noise sensitive area in the southwest. For jet aircraft, no right or left turns permitted until after reaching the shoreline.
5I1 } 5I2 } 5I3 }	Flight training restriction. Restricted touch and go operations on all aircraft or low approaches. Curfew between 10 p. m. and 7 a. m. on weekdays and 10 p. m. to 8 a. m. on Sundays.
6B	3-4 hospitals, 4 miles northwest.
6C	In all quadrants. The southwest is the most noise sensitive.
6E	Scattered throughout the residential areas.
6F	Concert halls and public gathering places in downtown New Haven, 2 miles to the north-northwest.
6G	Recreational facilities. Shoreline and boating activities to the south in the Long Island Sound.
6H	East, 5 miles.

Part/Subset(s)Comments

- 2D6 A gravel pit was dug out in northwest quadrant of the airport which is used for engine maintenance runups.
- 2D7 In process of extending Runway 15/33, 1600'.
- 3A Airport Safety and Noise Abatement Committee comprised of the airport manager, FAA representatives, airport users and community representatives has adopted guidelines on noise abatement procedures.
- 3B No ANCLUC study completed. Noise control and land use compatibility was addressed in the master plan.
- 4C A non-FAR 36 restriction which states that all future leases with jet aircraft users will require those jet aircraft to comply with FAR 36.
- 4D1 }
4D2 } Restrict the location of engine runup maintenance to the west and north sections of the airport. A curfew on engine runup maintenance from 11 p. m. to 7 a. m.
- 5H2 A displaced threshold for landings on Runway 6. This threshold is displaced 500' for safety and noise reasons.
- 5I Informal flight training restrictions: For training flights, try to keep traffic away from the city of Hyannis, located southwest of the airport. For touch and go's, the aircraft is required to be airborne within the first half of the runway; traffic on Runways 15/33 is required to remain north-east of the airport. Traffic is restricted around the hospital in the south sector of the airport.
- 6A Approximately 15 schools scattered in all sectors, from 3/4 to 5 miles.
- 6B Hospital to the south, approximately 1/2 mile.
6C Residential in all quadrants except the northwest. The southwest is the worst. Town of Hyannis is approximately 1/4 mile southwest of the airport.
- 6E Churches scattered in all residential areas.
6F Theatre located 1 mile from airport in the southwest quadrant.

Barnstable Municipal (continued)

- 6G Beaches in all quadrants except the east .
- 6H Motels, hotels, and resorts surrounding the airports in all quadrants.

- 7E Between 50-100 noise complaints per year.

Lawrence Municipal

Lawrence, MA

ANE

LWM

Part/Subset(s)

Comments

- 2D6 Blast fence on end of Runway 5 on the southwest quadrant of the airport - used for engine runups.
- 5C1 Preferential calm wind runway is 05.
- 5C2 To be in line with the runway 1/4 mile from the runway before final approach.
- 5C3 To hold runway heading on departures until past the departure end of the runway. A restriction on intersection takeoffs.
- 5F There is an informal takeoff thrust restriction. Takeoff power is to be reduced as much as possible for safe takeoffs.
- 5I1 There is a restriction on touch and go landings and low approaches. On Friday, there is a curfew on touch and go landings from 9 p. m. to 7 a. m. ; on Saturdays, and Sundays, 9 p. m. to 8 a. m. No curfew on weekdays.
- 5I2
- 5I3 Only one touch and go landing permitted per approach.
- 5J Traffic pattern altitude is 1,150' (MSL).
- 6A Schools in the southeast quadrant, 1 1/2 miles from the boundary and in the southwest quadrant, 1 mile from the boundary.
- 6B Nursing home south about 2 miles from the airport; hospital northwest about 2 miles from the airport.
- 6C Residential in all quadrants except in the northeast, which is zoned industrial.
- 6E Churches in the southwest quadrant, approximately 1 mile from the airport.
- 6H Hotels in the southeast quadrant, approximately 1 1/2 miles from the airport.
- 7C 10-25 complaints per year;

Manchester International

Manchester, NH

ANE

MHT

Part/Subset(s)

Comments

2B1	All areas around the airport have been zoned industrial as part of a rezoning program by the city.
2D6	Trees scattered on all boundaries; they have a minimal effect on lessening noise.
6A	1 mile northeast.
6C	1 1/2 miles north and scattered throughout all quadrants.
6E	2 miles north.
6H	3/4 mile northwest.
7C	12 noise complaints.

<u>Part/Subset(s)</u>	<u>Comments</u>
2D0	Land was acquired around the airport for expansion and noise buffer purposes. There is an industrial park on the southwest side which is being built on part of this land.
2D6	Tree line on south and west side. Airport is 500'-600' above the city with an elevation of 1009'. This acts as a noise barrier.
5C1	Informal runway procedure to use Runway 11/29 at night.
6A	East, 2-5 miles; southeast, 1 1/2 miles.
6B	Southeast, 3 miles; east, 4 miles
6C	Northeast, 1/2 mile and in all quadrants with the exception of the southwest through northwest.
6E	Scattered in the residential areas.
6F	Northeast to southern sectors of the airport in the city.
6G	Scattered around the airport.
6H	Northeast-southeast quadrants.
7B	9 noise complaints.

Part. Subset(s)

Comments

- 2A City imposes restriction and procedures for noise purposes. These are city-imposed, state-approved.
- 2D6 Trees on south and north boundaries.
- 3A Noise committees: S. N. A. G. (Stop Norwood Airport Growth) from the area west of the airport; a task force committee comprised of the town airport commission, airport users, and various community representatives; a touch and go committee comprised of the airport manager, fixed based operators, FAA representatives and interested parties.
- 4C1 Non-FAR 36 restriction which restricts jet departures on Runway 28 unless the aircraft meets FAR 36. Restricts jet departures on Runway 10 unless the aircraft meets FAR 36. Aircraft are exempted from this regulation if they receive the prior approval of the airport manager.
- 5C3 Preferential departure procedure for Runway 17: no turns after departure until reaching the divided highway. On Runway 28: after a right turn, follow highway, which is Route 1. On Runway 35' climb to 1,500' before turning.
- 5H There is a displaced threshold on Runway 10, 1,000'.
- 5I1 } Touch and go curfew between 11 p. m. and 8 a. m.
- 5I2 } weekdays. No touch and go's after sunset on Saturdays,
- 5I3 } Sundays, and holidays. This includes low approaches and other type of flight training.
- 5J Special helicopter procedure which requests helicopters to avoid the noise sensitive areas.
- 6B Hospital, 2 miles in the west.
- 6C Residential areas north, approximately 1 mile.
- 6F Concert or public gathering place approximately 2 miles northwest. The center of town is about 1-1 1/2 miles northwest.

Part/Subset(s)

Comment

- | | |
|----|---|
| 6C | Residential area located 1 mile west and 1 mile south of the airport. |
| 6E | Religious structures scattered in residential area 1 mile west and south. |
| 7A | Receive less than 5 noise complaints annually. |

Pittsfield Municipal

Pittsfield, MA

ANE

PSF

Part/Subset(s)

Comments

2D6

There are trees and high earth ridges around the airport. The airport lies upon a small plateau with an elevation of 1,194', which creates a natural landscaping barrier.

4D1

Restrict the location of engine runup maintenance to the center of the airport - informal procedure.

5C1

The preferential calm wind runway is 26.

6G

Recreational facilities on the east boundary - park.

Part/subset(s)Comments

2D6	Trees on the eastern boundary, but have a minimal effect on lessening the noise impact.
4A0	All jets restricted from using 5L and 23R.
4A6	Aircraft 12,500 lbs. and over are restricted from 5L and 23R.
4B1E } 4B2C }	Informal agreement with the airlines to restrict operations between 11 p. m. and 7 a. m. This pertains to large aircraft and is not a binding curfew.
4D	Restrict the location of engine runup maintenance to the center of the airport.
4D2	Restrict the time of engine runups. No runups between 12 midnight and 6:30 a. m. No noise abatement procedures.
6A	Schools scattered in all quadrants.
6B	Hospitals in the northeast quadrant approximately 5 miles; in west-southwest sector, 4 miles.
6C	Residential areas are scattered around the airport.
6E	Churches in all quadrants.
6G	Park in the southeast, 4 miles.
6H	In the northwest and southwest quadrants, 1/2 mile. Hotels and motels along the west side of the airport.

Part/Subset(s)

Comments

- | | |
|-----|---|
| 3A | Western Promenade Association, a noise committee located in the east section, 1 1/2 miles from the city. |
| 3C | An ANCLUC study is underway. |
| 5C1 | Informal preferential runway. Runway 11 for arrivals and Runway 29 for departures. This is a night time procedure and applies to turbo jet aircraft only. For arrivals on Runway 29, aircraft are instructed to stay over the Fore River and on the right base to avoid the hospital. For departures on Runway 29, aircraft are instructed to hold runway heading until 2500' to avoid the business building located in that area. On Runway 11, departures are instructed to hold heading until 2500' to avoid the hospital. |
| 5C2 | |
| 5C3 | |
| 6B | In the east-northeast, 1 1/2 miles. |
| 6C | In the east, 1 1/2 miles; north, 1 1/2 miles. |
| 6I | Union Mutual building in the northwest quadrant, 1/2 mile. |

Newport State

Newport, RI

ANE

2B4

Part/Subset(s)

Comments

2D6

Tree line on the southeastern side of Runway 4.
No noise abatement procedures.

6A

School in southwest quadrant

6C

Residential area in the southwestern quadrant, 1/4 mile.

6E

Churches in the southwestern quadrant, 3/4 mile.

6H

Motel, a mile southwest of the airport.

NORTHWESTERN REGION

**IDAHO
OREGON
WASHINGTON**

NORTHWEST

King County International/
Boeing Field

Seattle, WA

ANW

BFI

Part/Subset(s)

Comments

2A	City and county are proposing a noise ordinance.
2D5	There are blast fences in the southwest quadrant and noise suppression cells located on the airport.
4D2	Engine runup maintenance is informally restricted to the north section.
5C2	Aircraft landing on Runway 13 are vectored to the base leg at Elliott before visual approach clearance is issued. Aircraft landing on Runway 31 are instructed to remain at 3,000' until turning final approach.
5C3	Departures on Runway 13 (south and east), jets maintain runway heading until reaching an altitude of 3,000'. Jet departures on Runway 31, maintain runway heading until reaching the water or 8,000'.
5J	Special problem due to SEATAC located south 3 - 4 miles of airport. After departure, aircraft are turned over to SEATAC control tower and they handle noise procedures for the airport.
6A	A school is 1 mile northeast.
6C	Residential areas are 1 mile northeast and southeast.
6E	Churches are scattered throughout the residential areas.
6G	Parks are scattered from 1 mile northeast and southeast.
6H	Hotels and motels are 2 miles south.

Part/Subset(s)Comments

2A	City prescribes restrictions and procedures for noise abatement.
2B1	City and county review all construction applications for land-use compatibility. Building permits may include a soundproofing clause if building's uses are deemed noise sensitive. City is in process of establishing land-use zoning. Study investigates the possibility of soundproofing noise-sensitive structures around the airport.
2D0A	Forty acres of land have been acquired in the west section for clear zone and land use compatibility purposes.
4D2	Air National Guard runup maintenance is restricted to the southeast quadrant.
5C1 } 5C2 } 5C3 }	<p>Preferential runways are 10 and 28. For approaches from the north on Runway 10 or 28, aircraft are to remain at or above 6,000' with a 10-mile final approach. For departures on Runway 10, aircraft are instructed to maintain runway heading until reaching an altitude of 6,000'. For departures on Runway 28, aircraft are to maintain runway heading until reaching an altitude of 6,000'.</p> <p>All inbound turboprop and turbojet aircraft arriving from an area north of the BOI 276° clockwise to 096° shall be turned on to final at least 10 miles from the airport at or above 6,000' MSL.</p> <p>All IFR turboprops and turbojets shall maintain runway heading until reading of 6,000' MSL prior to turning. Exception: Runway 10 departing south, west, southeast with a right turn.</p>
5I	Flight training is on the south side.
6A 6B 6C 6E 6G 6H	The City of Boise is adjacent to the boundary on the northwest, north, and northeast. Area south is primarily desert.

Belleue Airport

Belleue, WA

ANW

BVU

Part/Subset(s)

Comments

- | | |
|----|--|
| 6A | Schools are scattered around airport in all directions. |
| 6C | Residential areas surround airport and extend to boundary on northeast side. |
| 6E | A Mormon Church is under construction in southwest approach path, others are scattered throughout residential areas. |
| 6H | Hotels and motels are northwest. |

Mahlon Sweet

Eugene, OR

ANW

EUG

Part/Subset(s)

Comments

- | | |
|-----|---|
| 2B1 | Airport District Board zoning of areas immediately adjacent to the airport prohibits incompatible land uses. |
| 4A9 | No jet landings on Runway 3. No jet departures from Runway 21. |
| 5C1 | Preferential winter runway is 16 for landings and takeoffs. Preferential summer runway is 34 for landings and takeoffs. |
| 6C | There is a small residential area in the southwest quadrant. |

Spokane International

Spokane, WA

ANW

GEG

Part/Subset(s)

Comments

2D0A

About 67 acres have been acquired for land-use compatibility on the west and southwest.

5C1

Preferential Runway 21.

5C3

Departures from Runways 3 and 21 maintain runway heading until reaching an altitude of 2,500'.

Departures from Runway 25 turn left immediately after takeoff to a heading of 190° to avoid residential area.

5J

Aircraft weighing 25,000 lbs. or over are not to use Runway 25.

6C

Trailer park is 1/2 mile east of boundary.

Portland-Hillsboro

Hillsboro, OR

ANW

HIO

Part/Subset(s)

Comments

2A	Port Authority restricts number of aircraft based here.
5C3	Maximum climb to 1,500' before turning from Runway 20.
5J	North-South runway use is restricted at night.
6A	Schools are 1/2 mile southwest and 1 mile southeast.
6B	A hospital is 1 1/4 miles southwest.
6C	Residential areas extend from airport boundary on west, south, and southeast.
6E	Churches are scattered throughout residential areas.
6G	A park is 1 3/4 miles south.
6H	Motels are 3/4 mile south.

Fanning Field

Idaho Falls, ID

ANW

IDA

Part/Subset(s)

Comments

2D0A

Forty-five acres were acquired on west side for land-use compatibility.

Kingsley Field

Klamath Falls, OR

ANW

LMT

Part/Subset(s)

Comments

6A	Schools are 2 miles north.
6B	Hospital is 6 miles northwest.
6C	Residential areas are 1 mile north and scattered beyond.
6E	Churches are scattered northwest and north.

Lewiston/Nez Perce County

Lewiston, ID

ANW

LWS

Part/Subset(s)

Comments

2DOA

Forty acres were acquired on the east side for land-use compatibility.

3C

ANCLUC study is underway.

6A

Schools are 1/2 mile east and beyond.

6C

Residential areas adjoin airport on east side.

6E

Churches, parks and other facilities are all scattered

6G

to the east.

Part/Subset(s)

Comments

- | | |
|--------------|--|
| 2B1 | Interim mountain zoning allows residential and industrial use for areas around the airport. Most areas are zoned industrial. |
| 2C1 | Medford High School, 3 1/2 miles southeast of boundary, was soundproofed. |
| 2D0A | Approximately 30 acres in approved path were purchased for land-use compatibility. |
| 3B2 | Interim mountain zoning came from a land-use compatibility study separate from the master plan. |
| 5C1 | Preferential landing runway is 14. Preferential departure runway is 32. |
| 5J | Informal procedure by the town keeps traffic in an east pattern to avoid western residential area. |
| 6A | Schools are 3 1/2 miles southeast, with others scattered in the south and southwest. |
| 6B | A hospital is 4 miles south. |
| 6C | Residential areas are 2 miles southeast, south, southwest, and northwest. |
| 6E | Churches are scattered throughout the residential areas. |
| 6G }
6H } | Recreation facilities, hotels and motels are 3 1/2 miles south. |

Olympia

Olympia, WA

ANW

OLM

Part/Subset(s)

Comments

5J	Avoid dog hospital 1/2 mile from north boundary.
6A	Schools are 3/4 mile north and beyond.
6C	Residential areas are 1/2 mile north and beyond.
6E	Churches are north.
6G	Recreation facilities are north.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A 2D6	Snohomish County has proposed noise regulations. Blast fence for engine runup in northeast quadrant.
3A 3C	"Concerned Citizens for the Responsible Development of Paine Field" are forming airport advisory committee. ANCLUC study has been proposed.
4D1 4D2	Runup restricted to northeast and from 10 p. m. to 7 a. m.
5J	Army aircraft use maximum climb on takeoff and maintain runway heading to 2,000'.
6A 6C 6E	Schools are 1 mile west and south. Snohomish County schools are very noise sensitive. Residential areas extend from 1/2 mile west and from south boundary. Churches are scattered throughout residential areas.
7F	Automatic counter used on special noise complaint phone number.

Portland International

Portland, OR

ANW

PDX

Part/Subset(s)

Comments

2B1	Construction is reviewed for land use compatibility.
4D0A 4D0B	Approximately 1,400 acres, including 150 homes, were acquired on the east in 1971.
3A	Small northeast Portland noise complaint committee is due south.
3C	Noise control and land use compatibility plan underway. Expected completion date is January 1, 1979.
4A9	The Port Authority restricts use of Runway 20 to aircraft less than 12,500 lbs. for noise impact reduction.
5C3	Departures from Runways 10 and 28 are to maintain runway heading until 2,500'.
5I	Military planes are to perform flight training out over the ocean.
5J	'Keep 'em high' program.
6A	Schools are in the northwest through the northeast quadrant in the City of Vancouver, 1/4 mile to 5 miles from boundary. Schools are due south in the City of Portland, 2 miles.
6C	Residential areas are northwest, north, northeast, and south from boundary out.
6E	Churches are northwest, north, northeast, and south.
6G	Parks and recreational facilities are northwest, north, northeast, and south.

Tri-Cities

Pasco, WA

ANW

PSC

Part/Subset(s)

Comments

2B1	County zoning requires all construction applications to be reviewed for land-use compatibility.
2D7	Runway 30 was extended 3,200' to allow takeoffs to the northwest over the desert area.
5C1	Preferential runways are 21R for landing and Runway 30 for takeoffs.
5C2	Take off to the north over desert area and land to the south.
5C3	
5I	Preferential Runway 30 for touch and go operations.
5J	Runway 3L will not be used unless absolutely necessary.
6A	A college is on southwest boundary; other schools are scattered in the southwest, south, and southeast.
6B	A hospital is 1 mile south.
6C	Residential areas are scattered in the southwest, south, and southeast.
6E	Churches are scattered in residential areas.
6G	A golf course is 1/2 mile south. Parks and recreation facilities are southwest, south, and southeast.
6H	Hotels and motels are scattered in the southwest, south, and southeast.

Roberts Field

Redmond, OR

ANW

RDM

Part/Subset(s)

Comments

6A	Schools are 1/2 mile northwest and beyond.
6C	Residential areas are 1/4 mile north and beyond.
6E	Churches are northwest, north and northeast.
6G	Recreation facilities are north.

Renton Municipal

Renton, WA

ANW

RNT

Part/Subset(s)

Comments

2D6	Blast fence is just beyond south boundary.
5J	Large aircraft are kept above 1,000' on base leg and in eastern traffic pattern.
6A	Schools are 1 mile and beyond in all directions.
6C	Residential areas surround airport, with high density 1/2 mile west and 1 1/2 miles southeast.
6E	Churches are scattered throughout residential areas.
6G	Lake Washington is 1/2 mile north.
6H	Motels are 1/2 mile south.

<u>Part/Subset(s)</u>	<u>Comments</u>
2B1	A King County zoning plan, Airport Open Use Zoning, has been proposed. It would require review of all construction applications for land use compatibility. Land acquired would be rezoned from residential to industrial, primarily in the north and south sections of the airport.
2C3B	Two homes were soundproofed north of the airport as a test.
2D0A	Port Authority acquired 150 acres, including 425 homes, north and south of the airport.
2D0B	
2D6	There are a vegetation barrier and buildings in the east and west sections.
2D8	Noise monitoring system will be installed January 1979.
3A	SEATAC/PAC, SEATAC Policy Advisory Committee, comprised of FAA, airport manager, citizen's representatives, interested parties, and airport users.
	Westside Hilltop Survival Commission from the west.
3B	A combined master plan and environs plan sponsored by King County and the Port Authority of the SEATAC Airport, SEATAC Community Plan. Noise control and land use compatibility were addressed in the plan. Soundproofing of buildings around the airport was recommended.
4D1	No engine runup maintenance between 11 p. m. and
4D2	6 a. m. Engine can use only 50% power for 2 minutes. All runups should direct blast toward the airport.
5C1	Preferred takeoff, Runway 16L and preferred landing runway is Runway 34R.
5C2	Arrivals from the south shall be vectored over Elliott Bay to the final approach course. If unable to comply with the Elliott Bay routing, add a 1,000' of altitude to the aircraft base leg for each 3 miles the aircraft is north of Elliott Bay. Aircraft being vectored for approaches to Boeing Field and/or Seattle-Tacoma shall not be cleared below 5,000' until necessary for normal straight in descent or turn to base leg.

Seattle-Tacoma Interational (Continued)

Part/Subset(s)

Comments

5C3

Aircraft departing Seattle-Tacoma Airport shall not be given approval to turn after takeoff until they have reached an altitude of 1,000' MSL unless a turn is required for safety. Departures - south flow, instruct 16L/R departures to "maintain runway heading." Westbound departures shall not be turned until the aircraft have reached a point at least 3 miles south of the airport and have vacated 3,000'. Eastbound departures shall not be turned until the aircraft have reached a point at least 5 miles south of the airport and have vacated 3,000'. Aircraft departing Boeing Field, Runway 13R, shall remain on runway heading to 3,000' before turning. Departures - north flow, instruct 34L/R departures to "maintain runway heading." Departures that will make a left turn shall subsequently be assigned radar vectors over Elliott Bay and Puget Sound. The intent is to vector these departures over the middle of Elliott Bay, avoiding all areas of dense population. North and northwestbound aircraft shall be vectored over Elliott Bay. After leaving Elliott Bay the aircraft shall be vectored to conform with the Seattle ARTCC Letter of Agreement. Northeastbound aircraft (J503) that make an Elliott Bay departure shall be vectored over Puget Sound and handed off to Sector 3 on a 340° heading. Southeastbound (J20) may be turned left (after being vectored over Elliott Bay) and vectored eastbound over the Seattle VORTAC provided Seattle ARTCC is advised of this routing prior to handoff. These aircraft shall be vectored southbound over Puget Sound until leaving 8,000' before turning eastbound, crossing the shoreline west of the Seattle-Tacoma Airport. Southbound aircraft shall be vectored over Elliott Bay and turned to a heading of 175°. These aircraft shall be vectored so as to remain clear of V287.

5J

Turbo-jet aircraft operating locally shall be assigned 5,000' or above. These aircraft shall be routed over Puget Sound as much as possible.

Seattle-Tacoma International (Continued)

<u>Part/Subset(s)</u>	<u>Comments</u>
6A	A school district suit against the Port Authority resulted in an award of 6 million dollars for sound-proofing the schools around the airport. Two schools were closed due to aircraft noise.
6C	Residential areas and churches are scattered in all quadrants from the boundary out.
6E	
6G	A golf course is due south; parks are scattered throughout the north and small parks are in all quadrants.
6H	Hotels are 1/4 mile from the eastern boundary and beyond.

McNary Field

Salem, OR

ANW

SLE

- 2B1 Land-use compatibility zoning based on NEF contours is being instituted. Realtors are required to acquaint land buyers with restrictions.
- 3B2 Master plan and land-use compatibility studies were performed separately.
- 5C1 Runway 34 is informally preferential for landings and departures.
- 5J Military helicopters are kept to the east, away from heavily populated areas. Also, ILS was given special placement on Runway 31 for noise abatement.
- 6A Schools are 1/2 mile from boundary and beyond on the north, west, and south.
- 6B Hospitals are 1 mile northwest and southwest.
- 6C Residential areas are 1/4 to 1/2 mile from boundary and surround airport, except on the southeast.
- 6E Churches are scattered throughout residential areas.
- 6F A stadium is 1 mile northwest.
- 6G Parks and other recreational facilities are scattered throughout residential areas.
- 6H Hotels and motels are 1/2 mile northwest and beyond.

Portland-Troutdale Airport

Troutdale, OR

ANW

TTD

Part/Subset(s)

Comments

2A	Port Authority restricts number of aircraft based here.
6A	Schools are 1 1/2 miles southeast and beyond.
6C	Residential areas are 3/4 mile southeast and beyond.
6E	Churches are southeast.
6G	Recreation facilities are southeast.

Twin Falls-
Joslin Field

Twin Falls, ID

ANW

TWF

Part/Subset(s)

Comments

2D0A

Forty acres on the west were acquired for land-use compatibility.

Yakima Air Terminal

Yakima, WA

ANW

YKM

Part/Subset(s)

Comments

5C2	All turbojets, large air carriers, and military aircrafts approach to the south to avoid the city.
6A	Schools are 1/2 mile and 2 miles northeast and north.
6B	Hospitals are 2 miles north and 2 1/2 miles northeast.
6C	Residential areas are scattered from the northwest to the northeast quadrants.
6F	Churches are scattered in north.

Pearson Airpark

Vancouver, WA

ANW

60S

Part/Subset(s)

Comments

6A

A school is 1 mile west.

6C

Scattered residential areas are 1/2 west and beyond.

6E

Churches are west.

PACIFIC REGION

**HAWAII
SOUTH PACIFIC**

PACIFIC

Honolulu International

Honolulu, HI

APC

HNL

Part/Subset(s)

Comments

2C1	A school 1 mile from end of Runway 8L has been soundproofed.
2C5	A hotel 1/2 mile north of airport has been soundproofed.
2D7	New reef runway is 12,000' long, 8R-26L, and extends out over water for noise abatement.
2D8	Noise system is on the field.
3A	Citizens Against Noise (CAN) is an active group here.
3C	An ANCLUC study has been proposed.
5C1	Preferential Runways are 8R and 4R for landings and departures, respectively.
5C2	Large 4-engine aircraft approaching Runway 8 intersect final approach west of VORTAC at or above 2000' or on ILS glide slope. Small aircraft may fly a close-in base leg over east of Pearl Harbor channel when authorized by tower. Approaches to Runway 22/26 over city remain at high altitude unless beginning descent.
5I1	Touch and go operations are prohibited.
6A	Noise sensitive facilities are east and 2 miles northeast and northwest.
6B	
6C	
6E	
6G	
6H	

General Lyman Field

Hilo, HI

APC

ITO

Part/Subset(s)

Comments

4B1J
4B2A

Jet aircraft are prohibited on Runway 3-21 from 6 p. m. to 6 a. m.

5C1

Runways 8 and 26 are preferential for takeoff and landing, respectively.

5C2
5C3

Takeoff and landings are to and from the east when conditions permit.

5I

Jet training is prohibited.

6A }
6C }
6E }
6G }

These facilities are 1/4 mile north, 1/2 mile southwest and 2 miles west-northwest.

Lihue Airport

Lihue, HI

APC

LIH

Part/Subset(s)

Comments

6A	Schools are 1/2 mile southeast and 1 mile southwest.
6C	Residential areas, churches and recreation areas are
6E	1/4 mile southeast and 1 mile southwest with recreation
6G	beaches on the shoreline north.
6H	Motels are primarily 1/4 mile southeast and beyond.

Kaunakakai Airport

Molokai, HI

APC

MKK

Part/Subset(s)

Comments

6A }
6C }
6E }

These facilities are 1 mile northeast and beyond.

Kamuela-
Waimea-Kohala Airport

Kamuela, HI

APC

MUE

Part/Subset(s)

Comments

6A }
6C }
6E }

These facilities are 1 1/2 miles northwest.

Kahului Airport

Kahului, HI

APC

OGG

Part/Subset(s)

Comments

3A	Citizens Against Noise (CAN) is active here. An ANCLUC study has been proposed.
3C	
5C1	Runway 2 is preferred for noise abatement for large aircraft departures.
5C2	Arrivals from the east or south desiring to use Runway 5 must enter left traffic pattern and avoid populated areas to the southwest. Aircraft in right traffic pattern for Runway 2 or left traffic pattern for Runway 20 cross shoreline on downwind leg over east end of golf course to avoid residential areas.
5C3	Departures from Runway 2 must clear shoreline by 1 mile before turning. Large aircraft departing Runway 5 turn left or right as soon as possible and proceed 1 mile beyond shoreline.
6A } 6B } 6C } 6E } 6G } 6H }	These facilities are west and northeast.

**ROCKY MOUNTAIN
REGION**

**COLORADO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
UTAH
WYOMING**

ROCKY MOUNTAIN

ROCKY MOUNTAIN
REGION

COLORADO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
UTAH
WYOMING

ROCKY MOUNTAIN

Aberdeen Municipal/Regional

Aberdeen, SD

ARM

ABR

Part/Subset(s)

Comments

- | | |
|-----|---|
| 2B1 | City and county zoning are based on land use compatibility in airport vicinity. |
| 5C1 | Runways 13 for departures and 31 for landings are preferential. |
| 6C | Residential areas are 1/2 mile west. |

Arapahoe County

Denver, CO

ARM

APA

Part/Subset(s)

Comments

2B1	City and county review construction for land use compatibility.
3B2	Land use compatibility plan is based on LDN contours
6C	Residential areas are 2 miles north and southeast.
6G	Racquet club is 3 miles northeast.
6H	Hotel is 3 miles northwest.

Watertown Municipal

Watertown, SD

ARM

ATY

Part/Subset(s)

Comments

6A	School are 1/2 mile and 4 miles east.
6B	Hospitals are 2 and 3 miles east.
6C	Residential areas surround airport with nearest on northwest boundary and 1/2 miles east and southeast.
6E	Churches are scattered throughout residential areas.

Billings Logan International

Billings, MT

ARM

BIL

Part/Subset(s)

Comments

4D1 }
4D2 }

Runup is restricted to east quadrant and prohibited from 10 p. m. to 8 a. m.

5C1
5J

Runway 27 is preferential.
"Keep 'em high" program in effect. Aircraft must maintain 5000' MSL above city from 10 p. m. to 8 a. m.

6A }
6B }
6C }

School, hospitals, and residential areas are 1/2 mile south and northeast.

6E
6F

Churches are 1/2 mile south and northeast.
Drive-in theaters are 4 miles south and 2 miles northeast.

Bismarck Municipal

Bismarck, ND

ARM

BIS

Part/Subset(s)

Comments

- | | |
|------------|--|
| 2B1 | City zoning in airport vicinity is by land use compatibility. |
| 3A | Indians in southwest quadrant have presented petitions. |
| 3B2 | PGP, county and city land use compatibility program, completed. |
| 5C1
5C3 | Runway 13 is preferential for departures to southeast.
Departures from Runway 31 make immediate left turn to avoid noise sensitive areas. |
| 6A | Schools are scattered to northwest, north, and northeast. |
| 6B | Hospitals are northwest and north. |
| 6C | Residential areas extend from west, through north, to east, with small concentration 1 mile south. |
| 6E | Churches are scattered through residential areas. |

Jefferson County (Jeffco)

Denver, CO

ARM

BJC

Part/Subset(s)

Comments

- | | |
|----|---|
| 5J | Informal procedure avoids Broomfield, 1 1/2 miles north, east of airport. |
| 6A | A school is 2 miles south and others are scattered further in north and south. |
| 6C | Residential areas are 1 1/2 miles northeast and southeast with others scattered on all sides except west. |
| 6E | Churches are scattered through residential areas and a chapel 2 1/2 miles south. |
| 6F | Drive-in theater is 4 miles east. |
| 6G | Parks, hotels, and motels are scattered throughout all quadrants except the west. |

Bert Mooney Airport

Butte, MT

ARM

BTM

Part/Subset(s)

Comments

3A	Unorganized noise group is northwest of airport.
4D1	Runups are restricted to south quadrant.
6A	Schools are 1/2 mile west and 5 miles northwest.
6B	Hospitals and nursing homes are 3 miles northeast.
6C	Residential areas are 1/2 mile east and scattered in other directions.
6F	Drive-in theater is 1/2 mile northeast.

Gallatin Field

Bozeman, MT

ARM

BZN

Part/Subset(s)

Comments

6A

Schools, residential areas and churches are 1 mile
north and northwest.

6C

6E

Colorado Springs Municipal

Colorado Springs, CO

ARM

COS

Part/Subset(s)

Comments

5C3	Departures from Runway 39 turn right to heading 350° and maintain to 3000'.
6A	A school is 1/2 mile west.
6C	Residential areas are 1/2 mile north and 5 miles south.
6E	A church is 1/2 mile west.
6G	Lakes and other recreational areas are 2 and 3 1/2 miles west.
6H	Hotels are 4 miles west.
7G	Complaints have been increased due to diverted traffic from closed runway at Denver.

Cheyenne Municipal

Cheyenne, WY

ARM

CYS

Part/Subset(s)

Comments

- | | |
|----|--|
| 6A | Noise sensitive schools are 1/4 mile south and 1/2 mile east and northwest. |
| 6B | Hospitals are 1/4 mile southeast and 1/2 mile south. |
| 6C | Residential areas extend from airport boundary to 3 miles in all directions except west. |
| 6E | Churches are scattered throughout vicinity. |

Stapleton International

Denver, CO

ARM

DEN

Part/Subset(s)

Comments

2A	Noise abatement procedures prescribed by City of Denver.
2C1	A school in Aurora has been soundproofed and funding is sought for others.
3A	The Park Hill Association is 1/2 mile west. The less active Windsor Garden Committee is 2 miles southwest.
4D1	Runup is restricted to area north of sector Z3.
5C1	Runways 26, 17L or R, 35L or R and 8 are preferred for arrivals, in that order, for aircraft 12,000 lbs. and over. Runways 35L or R, 8, 17L or R and 26 are preferred for departures, in that order. City prescribes Runways 35L or R for turbojet and large departures from 10 p. m. to 7 a. m.
5C3	Large aircraft departing Runways 17L or R to south maintain 180° heading to 3000'.
5I	Training is informally restricted to Runway 17L where noise impact is least.
6A	Schools surround airport except to north.
6B	Hospitals are 1, 2 and 3 miles southeast.
6C	Residential areas east and west are most noise sensitive. The south is the least noise sensitive.
6E	Churches, public gathering places and recreation facilities
6F	are scattered to the east, south and west.
6G	
6H	Hotels are on west boundary and scattered south.
7G	Complaints were 350 in 1977.

Hector Field

Fargo, ND

ARM

FAR

Part/Subset(s)

Comments

2B1	City reviews construction applications for land use compatibility.
3B2	Land use study funded by \$50,000 grant began July 15, 1978 as a PGP project.
4BLJ 4D1	No scheduled air carrier operations permitted at night. Air National Guard F-4 aircraft are restricted to daytime operations in the north quadrant.
5C2 5C3	Arriving jets turn on final approach at 5 miles. Departures on Runway 17 hold runway heading to 4000'. Turbojets restricted from flying over city of Fargo.
5J	Air National Guard uses noise abatement procedures.
6A 6B 6C	Schools and hospitals are 1 to 1 1/2 miles east, southeast, and south. Residential areas are 1/2 mile east and 3 to 5 miles south-east and south.

Joe Foss Field

Sioux Falls, SD

ARM

FSD

Part/Subset(s)

Comments

6A	A school is 3 miles south.
6B	Three hospitals are 1 1/2 miles south and beyond.
6C	Residential areas are 3 miles southwest, south, and southeast.
6F	Public gathering places are 1/2 mile south and beyond.
6G	Parks are scattered to south.

Walker Field

Grand Junction, CO

ARM

GJT

Part/Subset(s)

Comments

5C1	Preferential runways are 29 for departures and 11 for landings.
6A	Schools are 3 miles southeast and 4 miles south.
6B	Hospital are 2 to 5 miles south to east.
6C	Residential areas are scattered to south, 1/4 mile and beyond.
6F	Drive-in theater is 3 miles south.
6H	Motels are on south boundary and beyond.

Great Falls International

Great Falls, MT

ARM

GTF

Part/Subset(s)

Comments

5C1	An informal procedure restricts landings to Runway 3 and departures to Runway 21 during night time.
5J	"Keep 'em high" program in effect
6A	Schools are 1/2 miles northeast and beyond.
6B	Hospitals are 3 miles east and beyond.
6C	Residential areas are 1/2 mile northeast, east and southeast, and beyond.
6E } 6F } 6G }	Churches, public gathering places, and recreation areas are scattered throughout northeast, east, and southeast from 1/2 to 5 miles.

Helena Municipal

Helena, MT

ARM

HLN

Part/Subset(s)

Comments

6A	Schools are 5 miles east and 3 miles southwest.
6C	Residential areas are 1/2 mile north, 1 mile west and 5 mile east.
6F	Drive-in theater is 1 mile south.

Jamestown Municipal

Jamestown, ND

ARM

JMS

Part/Subset(s)

Comments

6C

Residential areas are 3 1/4 miles southwest.

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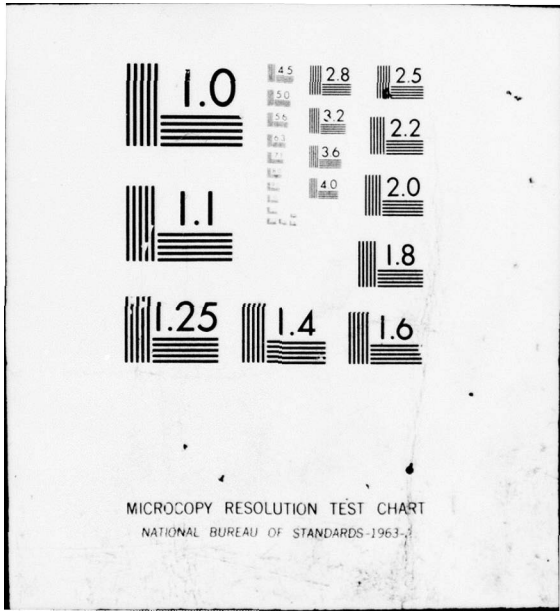
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Logan-Cache

Logan, UT

ARM

LGU

Part/Subset(s)

Comments

6A
6C

Schools and residential areas are 2 1/2 miles south-east.

Minot International

Minot, ND

ARM

MOT

Part/Subset(s)

Comments

5C1	Runway 31 is preferential.
5C2	Approaches over city from west to Runway 8 are informally restricted.
5C3	Westward departures from Runway 26 are informally restricted.
5I	Designated training area is 5 miles southwest.
6A	Minot State College is 1 mile west.
6B	Hospital is 1 1/2 miles southwest.
6C	Residential areas are on west boundary and 1 mile southwest.
6F	Amphitheater is 1 mile west.

Ogden Municipal

Ogden, UT

ARM

OGD

Part/Subset(s)

Comments

- | | |
|----|---|
| 2A | City specifies restrictions and procedures for airport noise abatement. |
| 3A | Roy Citizen's Committee, from southwest, have presented petitions and started lawsuits. |
| 6A | Two schools are 1/2 mile south. Others are 3 miles south-east and 5 miles northeast. |
| 6B | Two hospitals are 2 1/2 miles east, with another 3 miles southwest. |
| 6C | Residential areas are 1/2 mile east and southeast, and Roy in 1/2 mile southwest, under approach track of runway. |
| 6E | Churches are scattered throughout residential areas. |
| 6F | Drive-in theater is 2 miles southeast. |

Pierre Municipal

Pierre, SD

ARM

PIR

Part/Subset(s)

Comments

2B1 }
2B2E }

City reviews construction for land use compatibility within 3 miles of airport and can specify construction methods.

3C

PGP project is 80% completed.

5C1

Runway 13 and 31 are preferential.

5J

'Keep 'em high' program in effect.

6C

Residential area is 1 3/4 mile north.

Pueblo Memorial

Pueblo, CO

ARM

PUB

Part/Subset(s)

Comments

5C1	Runway 25 is preferential.
5C3	Departures to northwest keep heading 290° to avoid populated area.
5I2	No training over city from 10 p. m. to 7 a. m. and until noon on weekends.
5J	Traffic pattern is kept east and north of airport.
6A	University of Colorado is 4 1/2 miles northwest.
6C	Residential areas are 3 miles west and scattered to the south with a trailer park 1/2 mile southeast.
6E	Churches are scattered to west and south.
6F	University of Colorado outdoor concert hall is 4 1/2 miles northwest.
6H	Motels are scattered to west and south.

Provo Municipal

Provo, UT

ARM

PVU

Part/Subset(s)

Comments

6C

Residential areas are 1 1/2 miles east.

6G

Lake on north, west and south boundaries provides recreation and buffer for airport.

Sheridan County

Sheridan, WY

ARM

SHR

Part/Subset(s)

Comments

6A	Schools are 1 1/2 miles northeast and beyond.
6B	Hospital is 2 1/2 miles northeast.
6C	Residential areas are 1/2 mile east and 2 miles north-east.
6F	Outdoor theater is 2 miles northeast.
6G	Golf course is 3 miles northeast.

Salt Lake City International

Salt Lake City, UT

ARM

SLC

Part/Subset(s)

Comments

2D6	Blast fences in various areas reflect some noise and control debris.
3C	An ANCLUC study is underway.
5C1	Runways 34L or R are preferential for arrivals and departures.
5C3	Departures from Runways 34 or 16 maintain runway heading until reaching 6300' to avoid metropolitan area.
6C	Residential areas are on eastern boundary.
6E	Mormon Temple is 4 miles east.
6G	Recreational areas scattered to the east.
6H	Hotels and motels 1 1/2 miles east and beyond.

SOUTHERN REGION

**ALABAMA
FLORIDA
GEORGIA
KENTUCKY
MISSISSIPPI
NORTH CAROLINA
SOUTH CAROLINA
TENNESSEE
PUERTO RICO
VIRGIN ISLAND**

SOUTHERN

Part/Subset(s)

Comments

6A	Schools are in all surrounding areas from 2 1/2 to 5 miles distant.
6B	A hospital is 4 miles northeast.
6C	Residential areas are on northwest, north, and northeast boundaries and beyond.
6D	Chehaw Park is 6 miles northeast.
6E	Churches are scattered throughout residential areas.
6F	Concert hall and stadium are 3 miles northeast.
6G	Recreation facilities are 2 1/2 miles northeast and southwest.
6H	Motels are 4 miles northeast.

Bush Field

Augusta, GA

ASO

AGS

Part/Subset(s)

Comments

2B1	Airport is owned by city. Contractor must have permission from city prior to construction on property surrounding airport.
2D0A	Land acquisition is for expansion purposes only - 58 acres on north-northwest corner of airport.
2D6	Airport surrounded by trees and vegetation barriers.
6C	Residential areas are located due west of airport approximately 4 miles from boundary.
6G	Golf course located within 4 miles of airport boundary.
6H	Motel located on airport property.
7A	4 noise complaints received in 1977.

Athens Municipal

Athens, GA

ASO

AHN

Part/Subset(s)

Comments

5C2

East-west runway is used for night landing to avoid residential areas.

6A

A school on the north boundary is 950' from runway. Dense residential areas are adjacent to Runway 25 on the southwest and beyond, and to Runway 9 on the west, extending 3 miles to the city.

6C

6G

Game fields are 1/4 mile south.

Anderson County

Anderson, SC

ASO

AND

Part/Subset(s)

Comments

2D6

Trees surround airport.

6C

Residential areas are 2 miles southeast.

The William B.
Hartsfield Atlanta International Atlanta, GA ASO ATL

<u>Part/Subset(s)</u>	<u>Comments</u>
2D0A 2D0B	Land acquired due east of airport in City of Mt. View. Approximately 187 homes have been acquired to date and more acquisition is currently in the planning stages. This first acquisition took place in September 1976.
3A	There are about 4 different noise committees.
3C	An ANCLUC study is underway.
5C2	Pilots are instructed to align aircraft with runway heading 3 miles off approach course.
5C3	On west departures, off Runway 27R/ 27L, follow heading of 250 ⁰ and maintain that heading for 4 miles. This procedure aligns aircraft with freeway. Off Runway 26, follow heading of 275 ⁰ and maintain for 4 miles. On east departures, off Runway 9L/ 9R, follow heading of 105 ⁰ and maintain for 4 miles. Off Runway 8, follow heading of 070 ⁰ and maintain for 4 miles. All procedures are subject to weather conditions.
6A	Schools located in the west-northwest quadrant, 1/4 mile-2 miles. Also in northeast quadrant approximately 1/2 mile.
6B	Hospital located due north.
6C	Mt. View - due east 1/4 mile or closer. Forest Park - southeast quadrant, 1/2 - 3/4 mile or closer. College Park - due west 1/4 mile or closer. Clayton Co. - southwest quadrant 1/4 mile or closer. Hapeville - northeast quadrant 1/4 mile or closer. E. Point - northwest quadrant 1/4 mile or closer.
6E	All quadrants.
6G	Approximately 10 parks in west-northeast quadrants.
6H	All quadrants.

Asheville Municipal

Asheville, NC

ASO

AVL

Part/Subset(s)

Comments

2D6

Trees form buffer zone all around airport.

Boca Raton

Boca Raton, FL

ASO

BCT

Part/Subset(s)

Comments

3A	Boca Tica condominium has noise committee, 1 mile northeast.
5C3	Departures from Runway 4 make immediate turn north.
6A	Florida Atlantic University is 1/2 mile south, with a portion on the airport.
6B	A hospital is 2 miles south.
6C	A residential area is 1/2 mile northeast
6E	A church is 1/2 mile east.
6F	Stadium is northeast.
6G	Recreation facilities are 1/4 mile south and beyond.
6H	Motels are all around airport, with most south.

Mobile Aerospace

Mobile, AL

ASO

BFM

Part/Subset(s)

Comments

2D6	Trees are around south boundary.
6A	A school is 2 miles west.
6C	Residential areas are on south boundary and beyond.
6D	U. S. S. Alabama site is 3 miles northeast.
6E	Churches are 2 miles south and west and beyond.
6G	Ladd Stadium is 3 miles northwest.
6H	Motels are scattered in all areas.

Part/Subset(s)Comments

2D0	There has been acquisition on the northeast quadrant for expansion purposes, with some buffer provided.
3C	ANCLUC study underway.
5A5	Unofficial program.
5I	Procedure to try to restrict training on Sunday mornings.
6B	Southwest quadrant on boundary. Due south - 3/4 mile.
6C	All quadrants . Northeast quadrant is the worst, 1/4 mile.
6E	Northeast, southwest quadrants, 1 mile.
6F	Southwest quadrant, 5 miles, University of Alabama stadium.
6G	Northeast-east quadrants, boundary - golf course.
6H	South section on boundary.
7D	Approximately 28 complaints.

Part/Subset(s)

Comments

2B1	Comprehensive zoning ordinance is based on NEF contours.
2C5	Metropolitan Planning Commission recommends soundproofing in airport vicinity for certain land uses.
2D0A } 2D0B }	Acquisition of 950 acres for expansion and noise buffering has been undertaken over the past 10 to 15 years.
3A	Airport Vicinity Co-ordinating Committee handles noise complaints.
3B	Zoning study was similar to ANCLUC.
4B1J 4B2A	No jet departures north from Runway 31 from 7 p. m. to 7 a. m.
5C1	Runways 13 and 20 are preferential for jets.
6A } 6B }	Schools and hospitals are 1 mile north.
6C	Residential areas surround airport.
6D	Andrew Jackson site is 4 miles northeast.
6E	Churches are scattered in all areas.
6G	Operryland is 5 miles northwest.
6H	Motels are scattered in all areas.

Columbia Metropolitan

Columbia, SC

ASO

CAE

Part/Subset(s)

Comments

6A	A school is 1 mile northeast.
6C	Residential areas are 3/4 mile east and west and are scattered 1 mile south and beyond.
6H	A hotel is 2 miles northeast.

Lovell Field

Chattanooga, TN

ASO

CHA

Part/Subset(s)

Comments

3C	Noise and Land Use study underway.
6A	Southwest-southeast quadrant, 1 - 4 miles scattered, northeast, 2 miles.
6B	Due south, 3 miles.
6C	All quadrants, southeast - southwest quadrants, southeast trailer court, at boundary due south - 3 miles.
6D	Due south, "Brainard Mission Cemetery," 3 1/2 miles.
6E	Scattered in all quadrants.
6G	Southwest quadrant, 1 1/2 miles.
6H	East-southwest, scattered.

Charleston AFB Municipal

Charleston, SC

ASO

CHS

Part/Subset(s)

Comments

2B1	Warning required before sale of property in noise sensitive zone.
2D0A	1976 purchased 1,399 acres for expansion. Property undeveloped. Included an unspecified amount of buffer zone. Land was not purchased specifically for noise reasons.
5I	No flight training allowed (not specifically for noise purposes).
6A	2 to 3 miles from airport property in east quadrant.
6C	Due east, 3 to 4 miles - no significant noise problem. Due south, 3 to 4 miles - no significant noise problem.
6H	Hotels, etc., located 3/4 mile, due east.
6G	Golf course in west quadrant 2 miles from airport.

Douglas Municipal

Charlotte, NC

ASO

CLT

Part/Subset(s)

Comments

2DOA } 2DOB }	Some acquisition in south.
2D1A } 2D1B }	South of Runway 18/36. \$4,500 per resident or 50% of the value of unimproved property whose main purpose was residential.
2D6	Tree barrier around Runways 36L/18R.
3A 3B	Steel Creek Community Association. Included in Environmental Impact Statement (EIS) completed by FAA.
4B1B } 4B2A }	Informal curfew. Try to use Runway 23 for departures.
5A1 5C1 5C2	When Runway 36L opens, the glide slope will be 3 ^o . Runway 5 for jet operations and departures on Runway 23. Recommend jets intercept final approach at last 2 miles away from runway (informal). During school hours, Runway 18R is restricted from jet operations (informal).
5C3	Jet departures on Runway 36, require aircraft to make 25 ^o turn to the right to avoid schools. Hold heading for 2 miles. When Runway 36L opens, there will be a 25 ^o left turn requirement.
6A 6C	3 schools at due north, 2 1/4 mile. North-northeast quadrants 2 miles and south 2 miles (Steel Berry Acres).
6E 6G 6H	Religious structure is located at south, 1 3/4 miles. Playground/golf course, northeast boundary. North of one airport.
7C	Approximately 15 noise complaints received.

Note: A lawsuit was filed by Steel Berry Acres to stop construction of a new runway because of an inadequate Environmental Impact Statement (EIS).

Subsequently, a new Environmental Impact Statement was made.

Columbus Metropolitan

Columbus, G A

ASO

CSG

Part/Subset(s)

Comments

2B1	Residential zoning requires warning if home is in noise sensitive area before sale of homes.
2D0A } 2D0B }	In northeast quadrant, airport has purchased or is in process of purchasing 30 homes for expansion purposes to increase glide angle. City area affected is "Morningside. "
5C1	Informal - use Runway 5 when possible.
5C3	2000' altitude on runway heading before turning.
6A	Southwest quadrant, 1/4 mile from airport.
6B	Northwest quadrant, 1 1/2 miles from airport.
6C	Southwest quadrant, 1 mile from airport.
6E	All around airport property. Southwest quadrant is the worst.
6G	All around airport property.
6H	Northeast on airport property, park is due west on airport property.
7C	Approach end of Runway 5, southwest quadrant 1/4 mile off end of runway.
7C	12 complaints last year.

Owens Field

Columbia, SC

ASO

CUB

Part/Subset(s)

Comments

5C1	Runways 15 and 33 are preferential for departures and landings, respectively, at night.
5C3	Departures maintain runway heading to 2,000'.
6C	Residential areas are on east and northwest boundaries and beyond.

Greater Cincinnati

Covington, KY

ASO

CVG

Part/Subset(s)

Comments

2D0A }
2D0B }

There has been acquisition in the west, south, and east quadrants, mostly for clear zones and expansion purposes. Approximately 100 homes, including farms, and approximately 2200 acres have been acquired in the past 10 years.

3C

In process of completing an ANCLUC study.

5J

Informal 'Keep 'em high' program - 2500' until receive intercept.

6A

Due west, 3 miles.

6B

In process of construction, southeast quadrant of airport, 2 1/2 miles.

6C

All quadrants, north and east sections.

6G

Latonia Race Track, 2 miles southeast of airport.

7C

Approximately 20 - 25 complaints, mostly from Mack, Ohio.

Part/Subset(s)Comments

5C1	Landings are to the west and departures from the west from midnight to 8 a. m. , and runway headings are held to 2,000'.
5C2	
5C3	
6A	A school is on northeast boundary.
6B	A hospital is 1/2 mile northeast.
6C	A residential area is 1/2 mile southeast.
6D	Tomoka Forest is 4 miles north.
6F	Hia Lea racetrack is on airport.
6G	Recreation facilities are scattered in all areas.
6H	Motels are 1 mile northwest.
6I	A shopping center is on north boundary.

Dothan Municipal

Dothan, AL

ASO

DHN

Part/Subset(s)

Comments

2B1	Land beyond end of Runway 31, southeast, has been zoned as agricultural to preserve compatible land use.
6A	There is a school on the west boundary.
6C	Residential areas are scattered to the southwest and southeast.
6E	A church is 1/4 mile southeast.

Daniel Field

Augusta, GA

ASO

DNL

Part/Subset(s)

Comments

6A	School located on north-northwest section, 3 miles off airport boundary.
6B	Hospitals are northwest, 1 1/2 miles off airport boundary, and northeast, 1 mile off airport boundary.
6C	Residential areas all around airport, heaviest on east and north sections.
6E	Churches located on the east, north, and northwest, 3 miles off airport boundary.
6G	Golf course is on southwest end of airport boundary. Park is on east end of airport boundary.
6I	Shopping center on northwest side of airport on boundary.
7D	Approximately 30 noise complaints received in 1977.

Fayetteville Municipal
(Grannis Field)

Fayetteville, NC

ASO

FAY

Part/Subset(s)

Comments

2B1	Fayetteville Airport Commission must review construction proposed for areas under approach paths.
2D6	Trees surround airport.
5I2	Air carrier training operations are voluntarily restricted from midnight to 7 a. m.
6B	A hospital is 2 miles northwest.
6C	A residential area is 1 mile southwest.
6F	An auditorium-convention center is 1 mile west.
6H	Hotels are 1 mile west.

Ft. Lauderdale-
Hollywood International

Ft. Lauderdale, FL

ASO

FLL

<u>Part/Subset(s)</u>	<u>Comments</u>
2B1	Broward County Land Use Plan.
2D1A } 2D1B }	Easements, Runways 9R (2700') and 27L (2000') in process of expansion.
3C	In process of completing the master plan (10% completed) under ANCLUC program.
4D1	Location of maintenance at center of airport.
4D2	Curfew on maintenance, 10 p. m. to 6 a. m.
5A1	ILS set at 2. 75 ⁰ .
5C1	Informal procedure directs traffic away from
5C2	populated areas. Straight out 3 miles, climb
5C3	3000', and turn.
5I1	Closed to air carrier jet training.
5I2	No multi-engine training, 10 p. m. to 8:30 a. m.
5J	'Keep 'em high' program.
6C	Residences, 4 miles off airport boundary, south- east quadrant - - departure, Runway 13; approach, Runway 3L. Northwest quadrant, 1/2 - 5 miles, departure, Runway 3L; approach, Runways 13 and 9. West section, 5 - 6 miles, approach, Runway 9L.
6F	Drive-in movie-- departure Runway 9L; approach, Runway 27R.
6G	Golf course, 5 miles due west.
7D	In 1977, 52 complaints were received; less expected in 1978.

Florence City-County

Florence, SC

ASO

FLO

Part/Subset(s)

Comments

2B1	City is rezoning adjacent areas for land-use compatibility.
3A	Citizens' group from Florence has formed noise committee.
3C	An environmental study, similar to ANCLUC, is under way.
5C1	Runways 18 and 36 are preferential for departures and landings, respectively.
5C2	Approach and departure tracks for noise abatement
5C3	are under development.
6A	A school is under construction 1/2 mile southwest despite arguments against its construction.
6B	A hospital 2 miles west is under construction.
6C	Residential areas are on eastern boundary and 3/4 mile and beyond in most other directions.
6E	National cemetery is 1 mile west and churches are scattered throughout residential areas.
6F	A stadium is on the airport.
6G	A park is 3 1/2 miles east.
6H	A motel is 1/2 mile northeast.

Page Field

Ft. Meyers, FL

ASO

FMY

Part/Subset(s)

Comments

2D0A } 2D0B }	There are plans for a new airport - Southwest Florida Regional Airport - to replace air carrier activity at FMY. Presently own 3,500 acres of which 1,500 is considered buffer zone for expansion purposes.
2D1A	On approach of each runway, approximately 10,000 feet.
5C1 } 5C3 }	Preferential runways: Runway 5 for departures; Runway 23 for arrivals. For departures, follow heading until 2000', then turn.
6A	Schools in southwest quadrant - 1/2 mile.
6B	Hospital in northwest and northeast quadrants.
6C	Residential areas in all quadrants; worst is in northwest quadrant.
6F	Stadium in northwest quadrant - 1 mile.
6G	Golf courses are scattered in all quadrants.
6H	All quadrants.
7G	Over 200 complaints.

St. Lucie County

Ft. Pierce, FL

ASO

FPR

Part/Subset(s)

Comments

2B1	County zoning plan is under development for airport vicinity, based on noise contour areas.
2D6	Trees surround airport.
6A	A school is 3 miles south.
6C	Residential areas are 1 mile southeast and are scattered in other areas, with a trailer park on the southwest boundary.
6E	A church is 1 mile east.

Charlie Brown County

Atlanta, GA

ASO

FTY

Part/Subset(s)

Comments

2D0A	County has acquired 75-80 homes on 43 acres over last 2 to 3 years for expansion and noise buffering on east side, with further purchase of apartments 3/4 mile east under Runway 8R departure tract planned.
6A	A school is 1 3/4 mile southeast.
6B	A hospital is 3 miles west.
6C	Residential areas are 1/2 mile east, 3/4 mile southeast of Runway 14, and 2 1/2 miles northwest.
6E	Churches are 1 to 3 miles away in all directions.
6G	Six Flags Over Georgia park is 1 1/2 miles southwest, with other parks in all areas.
6H	Motels are primarily 1 mile southwest.

Ft. Lauderdale Exec.

Ft. Lauderdale, FL

ASO

FXE

Part/Subset(s)

Comments

3A	Committee from Tamarac is 1/2 mile south.
4D1	Runup is restricted to east approach of Runway 8.
5C1	Preferential Runways are 8 and 26.
6A	Florida Atlantic University is on south boundary.
6B	Hospitals are 2 1/2 and 3 miles east.
6C	Residential areas are 1 mile northwest of Runway 13 and on the southwest boundary.
6E	Churches are 1 1/2 miles southwest, 2 miles northwest and 3 miles east.
6H	Motels are scattered in all areas.

Gadsden Municipal

Gadsden, AL

ASO

GAD

Part/Subset(s)

Comments

2D6

Tree line surrounds airport.

6C

A residential area is 1 1/2 miles south.

Greenville Downtown

Greenville, SC

ASO

GMU

Part/Subset(s)

Comments

2B1	City and county zone airport vicinity primarily industrial and review construction for land-use compatibility.
2D6	There are tree lines on south and east boundaries.
3A	Airport Operators' Council is composed of airport management, FAA, and citizens' representatives.
4A9	Aircraft over 40,000 lbs are not permitted.
4D1 } 4D2 }	Runup is restricted to north and south ramps, and from 11 p. m. to 7 a. m.
5C3	Departures are to south before 8 a. m. each morning. Northbound departures turn to avoid residential areas.
5I2	Flight training is voluntarily curtailed from 10 a. m. to noon on Sundays.
6C	Residential areas are 1/2 mile north and 2 miles south.
6E	A church 1 1/2 miles south is under the Runway 36 approach path.
6G	There is a ballpark on the airport, and another 2 miles south.
6H	There is a motel at the airport.

Gainesville Municipal

Gainesville, FL

ASO

GNV

Part/Subset(s)

Comments

2B1

County ordinance to protect those located within specified noise contours.

2D0A }
2D0B }

Areas on approach end of Runways 10 and 28 in southeast and southwest quadrants; some 15 acres involving the acquisition of approximately 6 homes for both expansion and noise.

6C

Mobile homes located in northwest quadrant approximately 1/4 mile from airport.

6G

Park located on airport property.

Gulfport Municipal

Gulfport, MS

ASO

GPT

Part/Subset(s)

Comments

5J	Jets are kept away from hospital 3 miles southwest.
6A	A school is 1/2 mile east.
6B	A hospital is 3 miles southwest.
6C	Residential areas are on east and northeast boundaries and 1 mile south.
6E	A church is on southeast boundary.
6G	A baseball field is 1/2 mile east with other parks to south and southwest.
6H	A motel is 2 miles northwest.

Greensboro-High Point-
Winston Salem Regional

Greensboro, NC

ASO

GSO

Part/Subset(s)

Comments

2C1	Soundproof school is under construction 2 miles south.
5A5	Program is under development.
6A	Gilford College is 1/2 mile northeast, with another school 3 miles southeast.
6B	A nursing home is 1/2 mile east.
6C	Residential areas are 3 miles northeast, under Runway 23 approach, and scattered to the south and southeast.

Greenville-Spartanburg

Greer, SC

ASO

GSP

Part/Subset(s)

Comments

2D6

Trees are on all sides of airport. Airport property includes 1,500 acres of trees.

5C3

Departures informally maintain runway heading to 2,000'.

6C

Residences are widely scattered in all areas.

Golden Triangle Regional

Columbus, MS

ASO

GTR

Part/Subset(s)

Comments

- | | |
|-----|--|
| 2B1 | Lowndes County ordinance prohibits residential homes from being built on property adjacent to the airport. |
| 2D6 | Trees on the north, south, and west boundaries. |
| 7A | Approximately two complaints according to the memory of the airport chief.

There are no noise abatement procedures or noise sensitive areas located near the airport. |

Hawkins Field

Jackson, MS

ASO

HKS

Part/Subset(s)

Comments

6C
6I

Residential areas are 1 1/2 miles southwest.
A zoo is 3/4 mile south.

Hickory Municipal

Hickory, NC

ASO

HKY

Part/Subset(s)

Comments

- | | |
|----|---|
| 3D | This airport would be interested in an Airport Noise Control and Land Use Compatibility Plan (ANCLUC) if ever needed. |
| 6E | Religious structure located 3/4 mile, south section, off approach end of Runway 1. Informal procedure to keep aircraft away from church on Sunday mornings. |
| 7A | 2 complaints in the last 2 years. |

Huntsville-Madison County
Jetport-Carl T. Jones Field

Huntsville, AL

ASO

HSV

Part/Subset(s)

Comments

2B1	City Master Plan Zoning reviews construction applications for land-use compatibility in airport vicinity.
6D	Wildlife refuge is 5 miles south and west.
6G	A golf course is on northeast boundary.
6H	A motel is on the airport property.

North Perry

Hollywood, FL

ASO

HWO

Part/Subset(s)

Comments

2B1	Residential zoning is located on south, east, and north sections. Hospital is being built on west boundary.
4A6	Structural limitation, but has noise abatement effects.
4D1	Northwest side of airport is for helicopter use, and is not residential zoned.
5C1	When conditions permit, an informal procedure exists to direct aircraft over the west section, Runways 27L/27R.
5C2 } 5C3 }	For helicopters, a letter of agreement states that aircraft are to fly south to highway and then proceed away from residential areas, or north to highway and then away from residential area.
6A	Schools located in southeast and north sections, 1 mile off airport boundary.
6B	Hospitals located due west on boundary.
6C	Residential areas located on south, east, and north sections on airport boundary.
6E	Religious structure on southeast quadrant on corner of boundary.
6G	City park located on east side of airport inside airport property. City park on north side of airport inside airport boundary.
7D	27 noise complaints received, 90% in the winter months.

New Haven County

Wilmington, NC

ASO

ILM

Part/Subset(s)

Comments

2B1	New Hanover County zoning adjacent to airport is industrial. City proposed zoning will prohibit residential use.
2D6	Tree lines are on east and northeast boundaries.
3F	City has commissioned a consultant to study noise at the airport.
5I1 5I2	Informal procedure restricts air carrier touch and go operations at night.
6A	A school is 3 miles northeast.
6B	A hospital is 4 miles south.
6C	Residential areas are on south boundary, and 1 mile southeast and southwest and beyond, with scattered residential areas generally north.
6E	Churches are north and south.
6H	Motels are 1/3 mile east and 1 1/2 miles southeast.

Smith-Reynolds Field

Winston-Salem, NC

ASO

INT

Part/Subset(s)

Comments

2B1	Airport vicinity is zoned for industrial use.
2D6	Trees are in east and southwest areas.
4D2	Runup is restricted from 11 p. m. to 7 a. m.
5C1	Runways 15 and 33 are preferential.
5C3	Departures maintain runway heading to 5,000'.
6A	A school is 1 1/2 miles east.
6B	A hospital is 3 1/2 miles southwest.
6C	Residential areas are on east and southeast boundary and 2 miles northeast.
6D	Historic Old Salem is 3 miles southwest.
6F	Wake Forest Stadium and state fairground are 4 miles west.
6H	Hotels and motels are 1 1/2 miles northwest and scattered in other areas.

Stallings Field

Kingston, NC

ASO

ISO

Part/Subset(s)

Comments

2B1	Detailed zoning plan developed over past year reviews construction applications for land-use compatibility.
2B2	All buildings within NEF 40 must be soundproofed for a noise-sensitive use.
4D4	City limits utility development to reduce airport vicinity construction.
4D6	Airport has trees on all boundaries.
3B	Airport Planning Board has completed study.
6A	A school is 2 miles southwest.
6B	A hospital is 3 miles south.
6C	Residential areas are 2 to 3 miles south and southwest and are of low density.
6G	Tennis courts and swimming pool are on airport property.

Part/Subset(s)

Comments

- | | |
|-----|---|
| 2B1 | Local zoning ordinance by the City of Jackson prescribes compatible land use. |
| 2D6 | Airport is surrounded by tree lines. A blast fence is on the north ramp near the terminal. |
| 3A | Citizens of "Crossgates" area of Brandon, Mississippi, on the east boundary, have formed a noise complaint group. |
| 5J | "Keep 'em high" program is in effect until profile descent program is completed. |
| 6B | A hospital is 2 1/2 miles east. |
| 6C | Residential areas are 1 1/2 miles east and 1 1/2 miles southwest. |

Jacksonville International

Jacksonville, FL

ASO

JAX

Part/Subset(s)

Comments

2D6	Trees have been planted on boundaries.
4D1 4D2	Military runups in southwest and civilian in center of field are restricted from 10 p. m. to 6 a. m.
5C1 5C2 5C3	Runways 7 and 25 are informally preferential. Runways 7 and 25 use 2-mile base leg approach. Departures from Runway 13 make 10 ⁰ right turn to avoid populated area.
6C	Residential areas are 2 to 5 miles northeast, east, southeast, and west.
6E	Churches are 3 miles east and scattered in other areas.
6H	Motels are 3 miles east.

Lakeland Municipal

Lakeland, FL

ASO

LAL

Part/Subset(s)

Comments

2B1	County building and zoning codes which comply with Florida Law 333. Polk County Airport Zoning Ordinance.
2D6	Vegetation barrier all around airport boundary.
3B } 3C }	Airport master plan in process of being updated.
6C	1-2 miles from airport boundary; fairly small development near Runway 9.
7A	No complaints received.

Blue Grass

Lexington, KY

ASO

LEX

Part/Subset(s)

Comments

2D6	Blast pads and fences are on approach to Runway 22 on northeast.
5J	Many horse farms in area request extra noise to condition racehorses for crowd noises.
6C	Residences are sparse to southwest.

Bowman Field

Louisville, KY

ASO

LOU

Part/Subset(s)

Comments

2A	City prescribes flight operations for noise abatement.
2DOA	Fifty acres on south and west have been acquired for noise buffering and expansion.
4C	FAR-36 applied to all jets.
4D1	Runup is done in north area.
5C1	Runway 6 is the primary preferential calm-wind landing runway, with Runway 32 secondary.
5E	This procedure is "strongly recommended" by Louisville-Jefferson County Air Board.
5I1	Flight training operations are restricted from 11 p. m.
5I2	to 7 a. m.
6B	A hospital is 1 1/2 miles northeast.
6C	Residential areas are on boundary to south, west, and northwest.
6D	Farmington-restored homestead is 1 mile west.
6E	Churches are scattered throughout residential areas.
6F	A Jewish Community Center is on the east boundary.
6G	A golf course adjoins boundary on north.
6H	Hotels and motels are in all areas near airport.

Lewis B. Wilson Field

Macon, GA

ASO

MCN

Part/Subset(s)

Comments

2D6	Recently planted trees on south and west boundaries will eventually provide noise suppression.
6C	Residential areas east of airport are sparse.

McCoy Air Force Base
Orlando International

Orlando, FL

ASO

MCO

<u>Part/Subset(s)</u>	<u>Comments</u>
2B1	Orange County has land use plan. Orlando has aeronautical zoning under FAR 77. A municipal ordinance deals specifically with aircraft noise.
2B2	Southern Standard Code requires certain types of buildings to be insulated.
2D0A 2D0B	Agreement to purchase all homes inside. NEF 40 - 7 or 8 homes.
3A	"Aviation Noise Abatement Council" under ANCLUC program. Nine members representing affected, unaffected areas, government and industry.
3C	Underway (see 3A).
5A5 5B 5C1 5C3	In process of getting ILS; when this is complete, these procedures will be in effect. Takeoff to south at night, Runways 18R and 18L. Runway 36R takeoffs 45° turn to the right (east) at airport boundary.
5H1 5I	Runways 18R and 18L, displaced 1200'. No airline training.
6A 6C	School north, 2 1/2 miles off boundary. Residents in northwest quadrant from airport boundary to 2 1/2 miles out.
6H	All around airport.
7G	Approximately 5 per week.

Key Field

Meridian, MS

ASO

MEI

Part/Subset(s)

Comments

2D5	Air National Guard, on northeast, uses hush shed.
4D1	See 2D5.
5J	Jets, primarily military, have moved VFR flight track away from Meridian.
6C	Residential areas are 1/2 mile northeast.
6G	Softball fields are 1 mile north.

Part/Subset(s)Comments

2D0	In the east section of the airport , approximately 85 acres have been acquired. This strip of land is parallel to the runway and its purpose is for a buffer.
2D6	There is a tree line along Airways Blvd. between the airport and the residential area.
5A5	Profile Descent Program.
5B	In connection with 5A5.
5J	Other informal restrictive procedures are present at this airport.
6A	School in south section, 3 miles from airport.
6C	In south quadrant, 2 miles; in east quadrant, 1/2 mile; in west quadrant, on the airport boundary.
6E	Church in south quadrant, 3 miles.
6F	Colosseum in northwest quadrant, 4 miles.
6G	Park and golf course off the south boundary.
6H	Hotels primarily in west quadrant on boundary.
7C	Approximately 23 noise complaints.

Dannelly Field

Montgomery, AL

ASO

MGM

Part/Subset(s)

Comments

5J

Aircraft avoid noise-sensitive eastern areas.

6C

A residential area is 2 miles east.

6E

A church is 3 miles east.

6G

Parks are 3 miles east.

Miami International

Miami, FL

ASO

MIA

Part/Subset(s)

Comments

2D0A	Acquired 150 acres.
2D1	Easements off both ends of Runways 09L/27R , approximately 45 acres.
2D7	Extension on Runways 09R/27L not specifically for noise abatement purposes but will have that effect.
4D1	Engine runup maintenance restricted to operations ramp area located at southwest quadrant of airport.
4D2	Engine runup maintenance time restriction. Maintenance from 11 p. m. to 6 a. m. on weekdays or 11 p. m. to 7 a. m. on Sunday must be reported and permission given to proceed.
4D5	There is a towing requirement in the terminal buildings area. Engines may be started but only at low RPMs.
5A1	Require maximum glide slope angle (ILS) 3°.
5A5	Profile descent program in effect.
5B	Same as 5A1.
5C1	Procedure to land on runways at north side of airport.
5I1 } 5I2 } 5I3 }	No training of any kind permitted.
5J	Opposite direction operations on parallel runways.
6A	5 or 6 schools located on the east and southeast side of airport.
6B	One hospital southwest side of airport, 3 1/2 miles from airport boundary.
6C	East and southeast quadrants of airport, 3/4 mile off airport boundary and continues to 5 mile radius line.
6G	Golf course located off east side of airport between residential areas.
6H	Motels are at north, east, and south sides of the airport.
7E	Approximately 92 noise complaints received in 1977.

Melbourne Regional

Melbourne, FL

ASO

MLB

Part/Subset(s)

Comments

2B1	City and county have both adopted land use compatibility plans. The airport is located in the center of an urban area. Problem exists because airport does not have jurisdiction in the most noise-impacted/sensitive area.	
2D0	125 acres in northwest quadrant acquired for expansion purposes, not related to noise.	
2D1	Due east of Runway 9/27, 40 acres.	
2D7	Extended Runway 27 to west 1500'.	
3B1	Designed to ease noise impact on surrounding population. Landings on Runway 9; takeoffs on Runway 27 (both to the west). If landing east to west, aircraft instructed to fly out over ocean.	
3C	Underway by city.	
5C1 } 5C2 } 5C3 }	Bring aircraft in from west to land on Runways 9 and 27. To avoid noise sensitive area, departing aircraft are directed down river or over the ocean.	
5H1 } 5H2 }		Runway 27 to west 1500'.
6C		Residential areas in all quadrants except due west. Most severely impacted area due west.
6H	Located on airport.	
6I	Park on airport 1 mile south of east-west runway.	
7C	22 complaints received in 1977.	

Bates Field-
Mobile Aerospace

Mobile, AL

ASO

MOB

Part/Subset(s)

Comments

6A
6C

A school is 1 1/2 miles southwest.
Residential areas are on north and southwest boundaries.

Muscle Shoals Airport

Muscle Shoals, AL

ASO

MSL

Part/Subset(s)

Comments

2D6	Trees are east, southeast and north boundaries.
3D	Airport manager is interested in an ANCLUC study.
6A	Two schools are 2 miles southwest and another is 1 1/2 miles northeast.
6B	A nursing home is 2 miles southwest.
6C	Residential areas are 2 miles west.
6D	Historic sites are 2 miles north and 8 miles northeast.
6E	Churches are primarily west and southwest.
6G	A park is 3 miles southwest.

Myrtle Beach AFB

Myrtle Beach, SC

ASO

MYR

Part/Subset(s)

Comments

2D6	Tree lines are on the north and northeast boundaries.
4D1 4D2	Runup, informally restricted from 10 p. m. to 7 a. m. , is performed in the northwest area.
5J	Traffic patterns avoid population to the southwest.
6A	Military school is on airport, others are southwest.
6B	Military hospital is on airport, others are southwest.
6C	Residential areas are on airport and 3 to 4 miles southwest.
6G	Golf course and amusements are southwest of airport.
6H	Resort hotels surround airport.

Albert J. Ellis Field

Jacksonville, NC

ASO

OAJ

Part/Subset(s)

Comments

2D0A	Acquisition of 100 acres on the southwest serves as a buffer and for eventual expansion.
2D6	Trees surround airport on boundaries.
4D1	Runup must be done in southeast quadrant.
6C	Residential areas are 1 mile northwest and 2 miles northeast, all of low population density.
6E	Churches are scattered throughout residential areas.

OPA Locka

Miami, FL

ASO

OPF

Part/Subset(s)

Comments

2D6	There is a tree line on the north and northeast boundary.
4D1	Runup is restricted to center of airport.
6A	Schools are scattered throughout areas, with nearest on airport north boundary and 2 miles to the east, south, and west.
6C	Residential areas are heavy to the east and west and are scattered in other areas.
6E	Churches are scattered in all areas.
6G	A golf course is on the northwest boundary.

Herndon

Orlando, FL

ASO

ORL

Part/Subset(s)

Comments

5C1	Runways 7 and 25 (northeast and southwest) are preferential.
5C3	Departures are restricted on Runways 13/31; necessary operations maintain runway heading to 2,500'.
6C	Residential areas are 2 miles south and sparsely to east from boundary.
6I	A shopping center is on northeast boundary.

Owensboro-Daviess County

Owensboro, KY

ASO

OWB

Part/Subset(s)

Comments

2B1	All quadrants are zoned as agricultural.
2D1A	As a result of a 1967 law suit, airport purchased air rights of land beyond north end of Runway 17.
3B2	Land-use compatibility plan to keep airport protected.
5C1	Preferential Runway 17.
5C3	Departures are requested to turn to west of airport, away from city.
6C	Residential areas are 1 mile northeast and east.

Paducah-
Barkley Field

Paducah, KY

ASO

PAH

Part/Subset(s)

Comments

- | | |
|-----|--|
| 3D | Airport manager is interested in ANCLUC study. |
| 5C3 | Airport manager has requested that departing T-39 military aircraft maintain runway heading to beyond 1,500'. |
| 5J | Airport manager has requested large military helicopters to use runway headings and to stay clear of homes and churches. |
| 6C | Residential areas surround airport except to northwest. Residential areas on the northeast boundary and beyond are under the approach path of Runway 22. |
| 6E | Churches are on the southeast boundary and beyond, with others scattered in all areas. |

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	Ordinance by county directing aircraft to conform to noise abatement procedures whenever conditions permit.
2B1 } 2B2 }	If building falls into specified NEF contour, the city and county recommend that certain types of buildings not be built.
2D0A } 2D0B }	100 acres on west-northwest side.
2D1	50 acres west-northwest at end of approach Runways 9L and 13.
2D6	Vegetation barrier and trees around boundary except to the north.
2D9	Yes.
3A	Century Village Noise Committee. (Community was built against airport recommendation).
3B } 3C }	In process of completing airport master plan which is 90% complete.
4D1 } 4D2 }	No maintenance facilities for aircraft. Engine runup maintenance only during peak periods for fixed base aircraft. (Peak periods are 7:30 to 9 a. m. , 12 noon to 2 p. m. , and 5 to 8 p. m. - none during night hours.)
5A1	Recommend 3 ⁰ maximum.
5D	Conditions permitting.
5I1 } 5I2 }	Flight training restricted to peak hours - none at night. No airline flight training, except new pilot orientation.
6C	Palm Beach, due east. Takeoff on Runway 9 and land on Runway 27. Century Village, off Runway 13/31, on north and northwest side.
6H	Hotels, etc. , located all around airport.
7D	Approximately 38 complaints received per year.

Dekalb-Peachtree

Atlanta, GA

ASO

PDK

Part/Subset(s)

Comments

4B1J 4B2B	South departures are restricted from Runway 20 on Sundays and holidays from 10:30 a. m. to noon.
6A	A school is 1 mile east.
6C	Residential areas are 1 mile from airport in all directions, with the southwest most noise sensitive.
6E	A church is 1/2 mile southwest, with others in all areas.
6H	Motels are on east and south boundaries and beyond.

Panama City-Bay County

Panama City, FL

ASO

PFN

Part/Subset(s)

Comments

2B1	Both city and county ordinances restrict height of buildings and require owner of property to give buyer warning that land is in a noise sensitive area. City ordinance #942, Dade County Ordinance #76-1, City ordinance #932 (noise and height restrictions).
2C2	Hospital is located south and east of airport, 2 1/2 miles - 5 years old, insulated against excess noise.
2D0	Northeast quadrant - 28 acres.
2D1	Southeast quadrant - 15 acres (off end of Runway 32). (Both bought by airport bond issue).
5C1	Use Runway 14 for approaches and Runway 32 for takeoff over St. Andrew's Bay.
5C2	Takeoff to southeast and turn out over northeast.
6B	Hospital in the southeast quadrant.
6C	Residential homes located 300 to 400 yards west of Runway 32 and off southeast quadrant.
6G	Golf course 1/2 mile west of airport.
6H	Many motels located all around airport.
7A	2 complaints in 3 years.

St. Petersburg -
Clearwater International

St. Petersburg, FL

ASO

PIE

Part/Subset(s)

Comments

2B1	Pinellas County ordinance has airport area zoned non-residential.
4D3	Preferential taxiways, Runways 17R/35L.
5A5	Profile descent program.
5C1	Landing, Runway 17L; departure, Runway 35R, (see AIM)
5I	Flight training for light aircraft only.
6C	2 1/2 miles due north of airport (Runway 17).
6G	Golf course on airport property, east boundary parallel to Runway 4/22.
6I	Theater on airport's south end, close to golf course.
7B	10 complaints received in 1977.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	City resolution (not binding) prohibits touch and go operations for all aircraft between 11 p. m. and 7 a. m. , and it prohibits all jet operations between 11 p. m. and 7 a. m.
2B1	Airport zoning ordinance in compliance with FAR 77. There is a municipal noise ordinance that deals specifically with aircraft noise.
3C	Florida Atlantic University performed study entitled "A Study of General Aviation Aircraft Noise in Pompano Beach, Florida." Department of Ocean Engineering and FIU center for environmental and urban problems.
4A7	Structural limitations restricting all aircraft over 30,000 pounds gross weight.
5C1	For jet operations, there are preferential landings on Runway 14 and departures on Runway 32.
6A	Schools located 1/2 mile from airport in southwest quadrant.
6B	Hospital in northwest quadrant, 2 miles from airport.
6C	Residents located all around airport, particularly heavy on east, northeast, and southeast quadrants.
6E	Churches located all around airport in residential areas.
6F	Pompano Beach Recreation Center, 1/2 mile from airport on south section. City Hall, 1 mile south.
6G	Golf course, north section; tennis courts, and park, southeast quadrant; riding academy, west section.
6H	All around airport.
7D	48 noise complaints.

Pensacola Regional

Pensacola, FL

ASO

PNS

Part/Subset(s)

Comments

- | | |
|-----|--|
| 2A | City program which stated that certain runways should be used. Tower did away with this program because it actually brought in more complaints. |
| 2B | City in process of developing land use compatibility plan. |
| 2C3 | One new apartment building located in southeast quadrant, 2 1/2 miles from airport boundary. |
| 2D0 | In 1976, airport acquired 12.4 acres in northeast quadrant of airport off end of Runway 25. |
| 2D1 | 40 acres off approach end of Runway 25. Easement was acquired in a tradeoff agreement for permitting development of subdivision. |
| 2D6 | Vegetation barrier, trees, northeast through southwest quadrant of airport boundary. |
| 3C | City in process of developing a land use compatibility plan. |
| 5C1 | For jet operations, landings on Runway 16 and departures on Runway 7. |
| 5C3 | On Runway 16, aircraft instructed to remain on runway heading for 3 miles or 3000' then turn to north-northwest section, 1 mile off the airport boundary (junior college). |
| 6C | Residential area located in south-southeast quadrant 1 mile off the airport boundary. |
| 7D | Approximately 30 complaints received in 1977. |

Raleigh-Durham Airport

Raleigh-Durham, NC

ASO

RDU

Part/Subset(s)

Comments

- | | |
|-----|---|
| 2B1 | Airport District Zoning (1962) restricts land use (no residential areas) based on NEF contours. |
| 3F | Two land-use planning studies over past 15 years have acquired 4,000 acres, now serving as noise buffer, for expansion. |
| 6B | Research hospital is 4 miles west. |
| 6C | Residential areas are 3 to 4 miles northeast. |
| 6E | Churches are 2 miles northeast and beyond. |
| 6G | Umstead Park, with hiking, camping, lakes, etc. , extends from east boundary. |

Savannah Municipal

Savannah, GA

ASO

SAV

Part/Subset(s)

Comments

2D6

Trees extend 1 mile beyond all airport boundaries.

6C

Residential areas are 3 to 4 miles southeast.

6H

A motel is on airport property.

Standiford Field

Louisville, KY

ASO

SDF

Part/Subset(s)

Comments

2A	Local aviation board helped airport with development of noise abatement procedures.
2D5	Air National Guard has noise suppressing equipment on field.
2D6	There is a hedge on the north and northeast sides of the airport.
3A	Committee called NOISE (National Organization to Insure a Sound- Controlled Environment), a neighborhood group to represent noise complaints.
5C1	Informal - land Runway 1, depart Runway 2.
5D	Informal - never land and take off on the same runway.
5I1	By student pilots.
5J	Informal "Keep 'em high" program.
6A	East quadrant, 3/4 mile away from boundary.
6C	Due 1/4 mile west. Due 1/4 mile north. On the eastern boundary.
6E	Cemeteries located 1 mile north and 1/2 mile east.
6F	North-northwest 1/2 mile from boundary - Kentucky Fair and Exposition Center.
6H	Located 1/2 mile north of airport boundary.

Sanford

Sanford, FL

ASO

SFB

Part/Subset(s)

Comments

2B1
2D6

City zoning restricts noise sensitive land use.
Blast fences and pads are on east and west sides of
airport.

6C
6E

A residential area is 1 mile northwest.
A church is 1 mile northwest.

Spartanburg Downtown
Memorial

Spartanburg, SC

ASO

SPA

Part/Subset(s)

Comments

2D6	Trees are on west side.
6A	Schools are 1 1/2 miles northwest.
6C	Residential areas are 1/4 mile northwest, north, and northeast and beyond.
6E	Churches are scattered throughout residential areas, with the nearest 1/4 mile north.
6H	Motels are 3 miles northwest.

Albert Whitted

St. Petersburg, FL

ASO

SPG

Part/Subset(s)

Comments

2B1

There is a local zoning noise ordinance which includes an aircraft/airport provision.

4B1J }
4B2B }

There is a city imposed touch and go operations restriction (curfew) primarily for safety reasons because tower is closed.

5I1 }
5I2 }

No touch and go operations on Runway 24.

6B

Hospital 1/2 mile due west.

6C

Residential areas located south to west sections, 1/4 mile.

6D

Airport is historic site. It is the location of the first commercial flight - first sea plane flight to Tampa.

6E

Religious structures located scattered in the west to north sections, 1/2 mile.

6F

Bay Front Center located on northwest boundary.

6G

St. Petersburg Marina and yacht club in northwest quadrant.

6H

Scattered in northwest quadrant, 1/4 mile.

Sarasota - Bradenton

Sarasota, FL

ASO

SRQ

Part/Subset(s)

Comments

3A

Noise control activity by the "Woodfield Lakes Association" from the trailer courts located on northwest quadrant of airport.

4B1H

4B2A

4D2

} There exists an informal voluntary curfew restriction applicable to jet aircraft only.

} There is an informal restriction regarding time of engine runup maintenance - 12 a. m. to 7 a. m.

5C1

The informal procedure is to use Runway 13/31 when conditions permit.

6A

New City College is located in southwest quadrant on airport boundary.

6C

Residential areas located around perimeter of airport. Southeast and northwest quadrants are the most heavily populated.

6G

Recreational facilities located in southwest quadrant, 3/4 mile from airport boundary. Oslo Theater and Ringling Museum are located here.

6H

Hotels, etc., located 1/2 mile from boundary in west quadrant.

Tuscaloosa Municipal

Tuscaloosa, AL

ASO

TCL

Part/Subset(s)

Comments

2D6	Trees surround airport boundaries.
6A	A school is 2 miles northeast, and University of Alabama is 4 miles northeast.
6B	A retarded children's hospital is 1 mile northwest.
6C	Residential areas are 1 mile northwest and southeast and beyond.
6E	Churches are 1 1/2 miles and beyond in all areas.
6F } 6G } 6H }	University of Alabama Stadium is 4 miles northeast.
	Motels are 2 miles northeast.

Tallahassee Municipal

Tallahassee, FL

ASO

TLH

Part/Subset(s)

Comments

2D0	250 acres acquired from U. S. Forest Service on south and east boundaries of airport.
2D6	Trees all around airport.
2D7	Parallel east-west runway, 1000' south of east-west Runway 9R/27L.
3C	Proposed. (Waiting for contract pending noise contours arrival.) Part of county land use planning.
4D1 } 4D2 }	8 a. m. to 5 p. m., fixed base operators only.
6C	Trailer park off approach to Runway 18, 1/2 mile north. Some scattered residences, south and east within 4-mile range.
6D	South and west, Apalachicola National Park.
6G	1 1/2 - 2 miles to northeast quadrant, lake with a few scattered homes.
7A	Less than 5 complaints received (except for military).

New Tamiami

Miami, FL

ASO

TMB

Part/Subset(s)

Comments

2D6

Trees surround airport except on west.

6A

A school is 3 miles northeast.

6C

Residential areas are 1/2 mile northeast, 1 mile north and 2 miles south.

6I

A zoo is 2 miles southeast.

Tampa International

Tampa, FL

ASO

TPA

Part/Subset(s)

Comments

2B1	Zoning ordinances by both county and city: residential homes are prohibited within specified NEF contour but commercial and light industrial are permitted.
2D0A	40 acres to west of airport for approach control purposes, 10 years ago.
2D1A	Easement of approximately 45-60 acres to west of airport.
2D6	Trees, shrubs, and vegetation to west side of airport.
4D1	Engine runup maintenance in northwest quadrant of airport.
4D2	Runup maintenance restricted from 10 p. m. to 6 a. m.
5C1	Free access to west north-south runway. East north-south runway takeoffs to north, landings from north.
5C3	Runway 18R, 10 ⁰ turn immediately after departure on West north-south runway.
5C1	East-west runway restricted from jet operations unless wind is above 25 knots.
5I	All requests for flight training are reviewed case by case.
7D	Approximately 45.

Tri-City Airport

Bristol, TN

ASO

TRI

Part/Subset(s)

Comments

2B1	New construction in airport vicinity must comply with zoning ordinance.
2D6	Trees are on all airport boundaries.
6C	Residential areas extend west from airport boundary.
6E	Churches are in residential areas to the west.
6G	TVA lakes are 1 1/2 miles east. Parks are west.
6H	A motel is on airport west boundary.

McGhee-Tyson Airport

Knoxville, TN

ASO

TYS

Part/Subset(s)

Comments

2B1	Pending city zoning restricts residential use beyond runway ends.
5J	Air traffic is directed away from populated areas at night.
6C 6H	Residential areas are 2 miles east and 3 miles west. Motels are 1/2 mile northeast.
7E	Military flights are responsible for most complaints.

Valdosta Municipal

Valdosta, GA

ASO

VLD

Part/Subset(s)

Comments

2D6

Trees surround airport.

6A

Schools are 1 and 2 miles northeast.

6C

Residential areas are 2 miles from airport from the northwest to east.

6H

Motels extend from 1/2 mile to 2 miles west.

Elgin AFB

Valparaiso, FL

ASO

VPS

Part/Subset(s)

Comments

3A	Legal action taken by a group on the northeast side of airport.
5J	Do not allow 360° overheads on the northeast quadrant over city of Valparaiso.
6C	Northeast quadrant, Valparaiso boundary.
7A	Most by the noise committee on northeast boundary.

Vero Beach Municipal

Vero Beach, FL

ASO

VRB

Part/Subset(s)

Comments

2D6	Tree lines are on west and north boundary.
3A	Airport Advisory Committee is composed of airport management, citizens' representatives, city officials, and the FAA.
5C1	Runway 4 is informally preferential, winds permitting.
5C3	Right turns are not allowed from Runway 11.
5H1	Runway 29 has been displaced 908'.
5H2	
6A	Schools are 2 miles southeast.
6B	A hospital is 1/2 mile southeast.
6C	Residential areas are 1/2 mile east, southeast, and south and beyond.
6G	Beach areas are 2 to 3 miles east.

SOUTHWEST REGION

**ARKANSAS
LOUISIANA
NEW MEXICO
OKLAHOMA
TEXAS**

SOUTHWEST

Andrau Airpark

Houston

ASW

AAP

Part/Subset(s)

Comments

6A }
6B }
6C }
6E }
6G }

These facilities appear in all areas around airport.

Albuquerque InternationalAlbuquerque, NMASWABQPart/Subset(s)Comments

2A	City Ordinance specifies that aircraft operators must comply with airport noise abatement procedures.
2D6	Military maintains shed-type noise suppression.
3F	Military has completed an AICUZ study.
4A9	Aircraft over 12,500 lbs are restricted from Runway 17 and 35 for noise abatement.
4D2	Military do not perform engine runup at night.
5C1	Runway 8 and 26 are preferential.
5C3	Departures from Runway 8 make right turn immediately after takeoff. No left turns are allowed for large aircraft departing Runway 8 from 9 p. m. to 6 a. m. Informally, large aircraft departing Runway 26 maintain runway heading to 8000' MSL altitude. Departures from Runway 03 are prohibited except in emergency. Military never make right turn departing Runway 8, and prohibit landings on Runway 17.
6A	Schools are 3 to 3 1/2 miles west, northwest, north and northeast, and 1/2 mile east.
6B	Three hospitals are 4 miles north.
6C	Residential areas are 3 miles west, northwest, north and northeast, and 1/2 mile east.
6E	Churches are scattered throughout residential areas.
6G	Recreation facilities are scattered throughout residential areas.
6H	Motels are most frequent to the south.

Amarillo International

Amarillo, TX

ASW

AMA

Part/Subset(s)

Comments

2B1	Building types are restricted to compatible land uses on northwest.
2D1A	Surplus military land sales in area include noise easements.
5C2	Jets avoid city 2 miles west and keep above 3400'.
5C3	Departures from Runway 22 maintain heading to 3400'.
6A	A school is 3 miles northeast.
6C	Residential areas are spread to east and 2 miles west.
6E	Churches are scattered through residential areas.
6G	Recreation facilities are scattered through residential areas.
6H	Motels are 1 mile southwest.

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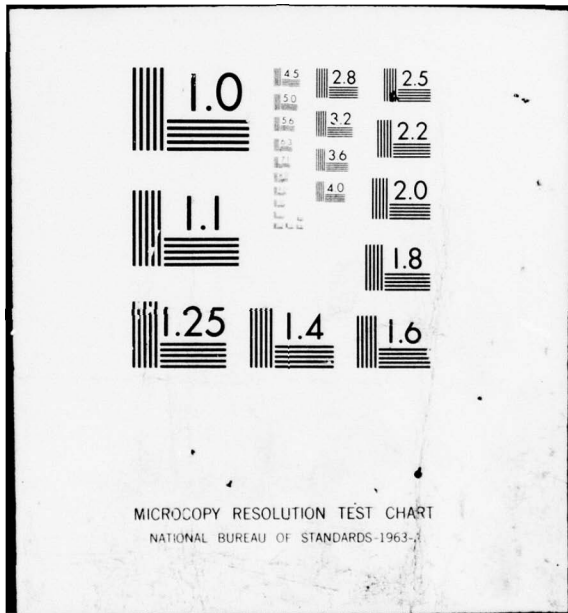
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MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

Robert Mueller Municipal

Austin, TX

ASW

AUS

Part/Subset(s)

Comments

2A	City restricts large aircraft training from 9 p. m. to 8 a. m.
3E	City rejected ANCLUC opportunity.
5I1	No touch and go, low approaches or flight training permitted.
5I2	Also see 2A.
6A	Schools are scattered all around airport.
6B	A hospital is 1 1/2 mile south.
6C	Residential areas are on all sides of airport.
6E	Churches are scattered throughout residential areas.
6G	There is a golf course on airport southeast boundary.
6H	Motels are along south boundary.

Jefferson County Airport

Beaumont, TX

ASW

BPT

Part/Subset(s)

Comments

5I2

Training is kept away from northwest at night.

6C

Residential areas are 1 1/2 miles northwest.

6G

A park is 1 mile northwest.

Brownsville International

Brownsville, TX

ASW

BRO

Part/Subset(s)

Comments

6A	A school is near the northeast boundary.
6B	A hospital is 3 miles northwest.
6C	Residential areas are scattered in all directions, with nearest 1 1/2 miles distant.
6E	Churches are scattered throughout residential areas.
6G	Recreation facilities are scattered in all areas.

Ryan Field

Baton Rouge, LA

ASW

BTR

Part/Subset(s)

Comments

6A	A college is 2 1/2 miles west, a school is 3 miles northeast.
6C	Residential areas are on north boundary, 2 miles west, 1 mile east, and 3 1/2 miles south.
6E	Churches are scattered throughout residential areas.
6G	Recreation facilities are scattered throughout residential areas.

Easterwood Field

College Station, TX

ASW

CLL

Part/Subset(s)

Comments

5J	Informal procedures keep aircraft away from town to north and northeast, 3 miles.
6A	A & M University is 3 miles north.
6B	A hospital is 4.6 miles northeast.
6C	Residential areas are 3 miles north and northeast.
6E	Churches are scattered throughout residential areas.
6F } 6G }	Concert hall, etc. on A & M campus 3 miles north.
6H	Motels are 2 miles northeast and beyond.

Corpus Christi International

Corpus Christi, TX

ASW

CRP

Part/Subset(s)

Comments

2D0A
2D1A

Airport has acquired 1775 acres on the west and southwest. Easements have been acquired on 425 acres. These areas are for buffering and expansion. Seventy-five acres will be effective in noise abatement of proposed new runway.

Dallas -
Love Field

Dallas, TX

ASW

DAL

Part/Subset(s)

Comments

- 2A City of Dallas restricts engine runup to center of airport and from midnight to 6 a. m.
- 2B1 Zoning of area southeast was changed from residential to commercial in 1960.
- 2D0A Twenty homes were acquired 10 to 15 years ago on the northwest as a result of lawsuits.
- 2D6 Shrubs and trees have been planted along all boundaries for beautification and noise abatement.
- 3A The Love Field Homeowners Association represents citizens to the north and south in noise related concerns.
- 4D1 See comment 2A.
- 4D2 See comment 2A.
- 5C2 Large aircraft use baseleg 4 miles out and maintain 3000' as long as possible.
- 5C3 Departures from Runways 31R and 31L maintain traffic pattern and all large aircraft maintain runway heading to 3000' altitude. Smaller propellor aircraft maintain runway heading to 2000'.
- 5I1 Touch and go operations are restricted to Runways 31L and 13R.
- 5J Landings on Runway 18 and departures from Runway 36 are restricted to aircraft under 60,000 lbs. except during heavy crosswinds.
- 6A Schools are 2 miles north and southeast.
- 6B Hospitals are 2 and 3 miles southeast.
- 6C Residential areas are east, north, northwest and southeast.
- 6E Churches are scattered throughout residential areas.
- 6G Recreation facilities are scattered throughout residential areas.
- 6H Motels are on southeast airport boundary and 3 miles southwest.

Part/Subset(s)Comments

2B1	Approximately half of airport property is committed to noise buffer purposes. Other property in area is zoned for compatible land use. City of Grapevine, to the north, specifies noise factors on new deeds, and Irving, south, reviews construction for land use compatibility.
2C1	University of Dallas, 4 miles southeast, has included soundproofing in recent construction.
2D0A	Seventeen thousand acres have been acquired by fee simple, with zoning control of another 600 acres at runway ends.
2D6	This airport confines the 40 NEF contour to airport property. Blast fences are in northeast and northwest, with other barriers scattered around airport. Extensive landscape noise buffering is provided by large size of property.
3A	Two active committees are the Sierra Club and CAN, "Control Airport Noise".
3C	ANCLUC is proposed to begin in 1979.
4D1	Engine runup is confined to designated areas.
5C1	Runways 13L and 31R are closed from 11 p. m. to 7 a. m.
5C2	Runway 31 approaches must stay north of Irving.
5C3	All departures maintain runway heading to 4000' altitude except for Runway 31, where aircraft turn to heading 115° to avoid Irving.
5I	No touch and go operations or practice approaches are allowed.
5J	Runways 13L and 31 are closed to air carriers except by airport manager's prior permission.
6A	Nearest schools are 7 miles southeast.
6C	Residential areas are 6 miles southwest and beyond.
6H	Motels are 5 miles south and beyond.

Shreveport Downtown

Shreveport, LA

ASW

DTN

Part/Subset(s)

Comments

6A	A school is 1 mile west.
6B	A hospital is 3 miles southwest.
6C	Residential areas are 1/2 mile northwest and beyond.
6E	Churches are northwest and west.
6G	Recreation facilities are to the west.

El Paso International

El Paso, TX

ASW

ELP

Part/Subset(s)

Comments

2B1	Zoning in airport vicinity is based on land use compatibility. Construction applications are reviewed.
2D0A	Airport has acquired 2700 acres of surplus Military land on east and south at no cost, as a noise buffer.
2D1A	Airport has sold 1900 acres of surplus Military land with noise easements in deed.
5C3	Departures from all runways informally maintain runway heading to 3000'.
5I	Flight training is informally confined to northeast areas.
6A	Schools are 1/4 mile south and 2 miles west and east.
6B	A hospital is 3 miles west.
6C	Residential areas are 1/4 mile south and 2 miles east and west.
6E	Churches are scattered throughout residential areas.

Fort Smith Municipal

Fort Smith, AR

ASW

FSM

Part/Subset(s)

Comments

2D5	Air National Guard has hush-shed equipment.
3F	Twenty-year master plan has just been completed.
5J	Traffic is informally routed away from northwest areas
6A	A school is 2 miles northwest.
6B	A hospital is 2 1/4 northeast.
6C	Residential areas are 1 mile south, 1 1/2 miles east and 2 miles northwest.
6E	Churches are scattered through residential areas with several to the northwest.
6G	Parks are 2 miles northwest and southeast.
6H	Hotels and motels are 3 miles north and west.
7C	Majority of noise complaints result from flights of F-100 military aircraft.

Meacham Field

Ft. Worth, TX

ASW

FTW

Part/Subset(s)

Comments

6A }
6C }
6E }
6G }

Schools, residential areas, churches and recreation facilities are 1 1/2 miles south and 3 miles north.

Greater Southwest International Fort Worth, TX ASW GSW

Part/ Subset(s)

Comments

Airport closed.

Hot Springs Memorial Field

Hot Springs, AR

ASW

HOT

Part/Subset(s)

Comments

2D0	Seventy five parcels of land including 12 homes have been purchased for clear zones and land use compatibility.
6B	A hospital is 3 miles northeast.
6C	Residential areas surround airport at a distance of 1/2 mile north, 3 1/2 miles southwest, 1 1/2 miles northeast and southeast.
6D	Quachita National Forest is 3 miles west, and Hot Springs is 3 miles northeast.
6E	Churches are scattered in all directions.
6G	Recreation facilities are scattered in all directions.
6H	Entire area is resort territory.

William P. Hobby Airport

Houston, TX

ASW

HOU

Part/Subset(s)

Comments

2D7	Runway 17-35 is proposed for 1200' extension, which will increase capacity and reduce noise by 700' displacement.
3C	ANCLUC study is proposed.
4D1 4D2	Engine runup is restricted to center of airport and from 11 p. m. to 7 a. m.
5C3 5H2 5I1	Departures informally maintain runway heading 1 1/2 miles. It is proposed that Runway 35 be displaced 700' for landings. No air carrier training.
6A	Schools are 1 1/2 miles north and southeast.
6B	A hospital is 1 1/2 miles north.
6C	Residential areas are on north and northwest boundaries.
6E	Churches are north and northwest.
6G	Recreation facilities are north and northwest.
6H	Motels are 1 mile northeast and beyond.

Harlingen Industrial

Harlingen, TX

ASW

HRL

Part/Subset(s)

Comments

- | | |
|----|---|
| 6A | A school is 4 miles south, and Texas State Technical Institute is located on airport. |
| 6B | A hospital is 3 miles southwest. |
| 6C | Residential areas are 1 mile east and 2 miles southeast and beyond. |
| 6F | Outdoor theater is 5 miles south. |
| 6G | Recreation facilities are 2 miles southeast and scattered beyond. |
| 6H | Motels are 2 miles east and beyond. |

Houston Intercontinental

Houston, TX

ASW

IAH

Part/Subset(s)

Comments

2D4	Developers in airport vicinity must extend utilities.
3A	Noise committee from Sequoyah Civic Club, south, has been inactive.
5C3	Departures from Runways 14 and 32 make a climbing right turn to 3000' and proceed on course.
5J	Aircraft over 12,500 lbs. use Runways 14 or 32.
6A } 6B } 6C } 6E } 6G } 6H }	These facilities surround airport in every direction from boundary outward.

Jonesboro Municipal

Jonesboro, AR

ASW

JBR

Part/Subset(s)

Comments

6A

Arkansas State University is 3/4 mile northwest.

6B

A hospital is 2 miles southwest.

6C

Residential areas are in all directions except northeast, from airport boundary and beyond.

6E

Churches and recreation facilities are scattered throughout area.

6G

6H

Motels are 3/4 mile northwest and southwest and beyond.

Lawton Municipal

Lawton, OK

ASW

LAW

Part/Subset(s)

Comments

6A	A school is on the north boundary.
6B	A hospital is 3 miles northwest.
6C	Residential areas are 2 miles north and beyond.
6E	Churches are scattered to the north.
6H	Motels are 2 1/2 miles north.

Lubbock International

Lubbock, TX

ASW

LBB

Part/Subset(s)

Comments

2B1	South side is zoned for land use compatibility.
6A	A school is 4 1/2 miles south.
6C	Residential areas are 3 1/2 miles south.
6E	Churches are 4 1/2 miles south and beyond.
6G	A golf course is 2 1/2 miles southwest.
6H	Motels are 3 miles south.

Lafayette Regional

Lafayette, LA

ASW

LFT

Part/Subset(s)

Comments

6A	Schools are 1 1/2 miles west and northeast.
6B	A hospital is 1 1/2 miles west and southwest.
6C	Residential areas are on west and southwest boundary and beyond.
6E	Churches are west and southwest.
6F	Stadium is 1 1/2 miles west.
6G	Park is 1/2 mile northwest and golf course is on north boundary.
6H	Motels are 1/2 mile southwest and beyond.

Adams Field

Little Rock, AR

ASW

LIT

Part/Subset(s)

Comments

2D0A	Airport has requested federal aid to acquire 11 acres of undeveloped land on the south.
3A	There is an Active Citizens' Organization to Reform Now (ACORN) chapter here ; and group from College Station area, to south, opposes airport and its noise.
5C3	Military flights fan out on departure.
5I2	Military flight training is restricted from 1 a. m. to 6 a. m.
6A	Schools are 1/2 mile northwest and 1 mile west.
6B	A hospital is 2 mile west.
6C	Residential areas are on north and east boundary and 1 1/2 miles southwest.
6E	Two churches are 1 1/2 miles east, and two others are 1/2 northwest.
6H	Motels are 3 miles northwest and beyond.

Midland Regional

Midland, TX

ASW

MAF

Part/Subset(s)

Comments

- | | |
|-----|---|
| 2B1 | Area to south is zoned industrial and commercial. |
| 5C3 | Jet departures from Runway 10 are informally required to maintain heading to 3000'. |
| 6C | Nearest residential area (semi-industrial) is 4 miles east. |

Midland Airpark

Midland, TX

ASW

MDD

Part/Subset(s)

Comments

5C3

Informally, no jet departures to south unless absolutely necessary, in which case an immediate left turn is made.

6A

6C

6E

6G

6H

}
These facilities are 1/2 mile north, west and south and beyond.

Miller International

McAllen, TX

ASW

MFE

Part/Subset(s)

Comments

6A	A school is 1/2 mile north.
6C	Residential areas are 1/2 mile north and beyond.
6E	Churches are scattered throughout residential areas to the north.
6G	A golf course is on east boundary, with parks to the north.

Monroe Municipal

Monroe, LA

ASW

MLU

Part/Subset(s)

Comments

5J

Air traffic is kept away from western areas.

6A

A school is 3 miles west.

6C

Residential areas are 3 miles west and beyond with a small residential area 3 miles east.

6E

Churches are 3 miles west.

6G

Recreation facilities are 3 miles west with a golf course on western boundary.

<u>Part/Subset(s)</u>	<u>Comments</u>
3A	The national group "ACORN" Active Citizen's Organization to Reform Now" has a chapter in the area.
3D	This airport rejected an ANCLUC study opportunity 3 or 4 years ago, but is now interested because of a need for land acquisition.
3E	
5C1	Runways 28 and 10 are preferential for departures and landings, respectively.
5C3	Departures from all runways maintain runway heading to 2000' altitude.
5H2	Runway 28 is displaced 750' for obstruction clearance, with a noise abatement effect.
5I	No flight training permitted.
6A	A school is 1/4 miles from east boundary.
6C	Residential areas lie along west, northwest, north and east boundaries. The Kenner area, northwest, is the source of many complaints. Other residential areas are scattered to the south and southeast.
6E	Churches are scattered throughout the residential areas.
6F	Masonic Hall is 1/2 miles south.
6G	Parks and playgrounds are scattered throughout area.
6H	Hotels and motels are in eastern regions.

Lakefront Airport

New Orleans, LA

ASW

NEW

Part/Subset(s)

Comments

6C
6G

Residential areas are 3/4 mile south and southeast.
Water recreation can take place on west, north and
east, in Mississippi River.

Part/Subset(s)Comments

2A	City has recently established aircraft noise standards and is training monitoring personnel.
2B1	City and county review construction for land use compatibility.
2D0A	Forty acres are been acquired on northeast side.
2D8	City has purchased portable equipment.
3A	Northern residents have informally met to deal with noise problems.
3C	ANCLUC study underway.
4D1	Engine runup is confined to Runway 17R pad.
5C2	Downwind patterns are informally kept at 3000'.
5C3	Large aircraft maintain runway heading to 2500'.
5J	Training operations are routed toward Clinton Air Base.
6C	Residential areas are 2 miles northeast and southeast.

Max Westheimer Airport

Norman, OK

ASW

OUN

Part/Subset(s)

Comments

6A	A school is 2 miles northwest.
6C	Residential areas are 1 1/2 miles northwest, north, and northeast.
6E	Churches and recreation facilities are scattered throughout residential areas.
6G	

Wiley Post Airport

Oklahoma City, OK

ASW

PWA

Part/Subset(s)

Comments

2A	City of Bethlehem, on north, uses noise contours for zoning.
2B1	Rezoning is proposed on north.
2D0A	Acquisition is in process for 100 acres to the south and west.
3A	Committee is forming in Bethany in the south, in response to new ANCLUC study.
3C	ANCLUC study is underway.
4A6	Runway 12 is closed to departures and Runway 30 to landings for aircraft over 12,500 lbs.
4A9	Airport prohibits aircraft over 54,000 lbs. for noise abatement.
4B1A	Runway 12/30 is closed from 10 p. m. to 6 a. m. to all aircraft.
5C1	Runways 17L and 35 are preferential.
5C2	Jets stay above 3000' and are vectored from 4 mile final, straight-in, stabilized approach.
5C3	Jets maintain runway heading to 3000' altitude.
5I1	Touch and go are restricted from Runway 12-30.
6A } 6C } 6E } 6G } 6H }	These facilities extend from the airport boundary and beyond on the south, southeast, and east.

Alameda Airport

Albuquerque, NM

ASW

Q64

Part/Subset(s)

Comments

5I	No training for aircraft based at other airports.
6A	A school is 1 1/2 miles west.
6C	Residential areas are scattered on all side of airport, with the north most densely populated.
6E	Churches and recreation facilities are scattered in all directions.
6G	

Redbird Airport

Dallas, TX

ASW

RBD

Part/Subset(s)

Comments

2A	City prohibits engine runup maintenance from midnight to 6 a. m. and to center of airport at other times.
4D1	See 2A.
4D2	See 2 A.
6A	Schools are 1 mile north, northeast and east.
6C	Residential areas are 1/2 mile northwest, north, northeast, east and southeast.
6E	A church is 1/2 miles southwest, with others scattered throughout residential areas.
6G	A golf course is 1/4 mile southeast with other recreation facilities scattered in all areas.

San Antonio International

San Antonio, TX

ASW

SAT

Part/Subset(s)

Comments

2D0A	Airport has acquired 122 acres in north and east quadrants for buffer use at present and eventually for new runway use.
3A	An informal noise committee has operated on the southwest.
4D1	Engine runup is restricted to approach end of Runway 21L Taxiways N and P, and Taxiway G in the northwest.
4D2	Small business jet engine runup is restricted from 9 p. m. to 7 a. m. Large engines runup is restricted from 7 p. m. to 7 a. m.
5C1	Runways 12R and 12L are preferential for both landings and departures.
5C2	Runway 12R traffic is directed north of airport.
5C3	Large aircraft maintain runway heading to 3000° altitude.
5I2	No turbojet flight training from 10 p. m. to 6 a. m.
6A	Schools are 1 1/2 miles south and southeast and 2 miles northwest.
6B	A hospital is 4 miles southeast.
6C	Residential areas surround airport boundary, with higher population densities south and southeast.
6D	A wildlife refuge area is 1 1/2 miles northwest.
6E	Churches are scattered throughout residential areas.
6G	Recreation facilities are scattered throughout residential areas.
6H	Hotels and motels are scattered throughout residential areas.

Shreveport Regional

Shreveport, LA

ASW

SHV

Part/Subset(s)

Comments

2D0A	Acquisition of 10 undeveloped acres on south was for land use compatibility.
3A	SONAR (Shreveporters Opposed to New Airport Runway) organized by developers to southwest, is now dormant but successfully opposed recent defeated proposal to extend runway.
5C1	Runway 13 is preferential.
5C3	Large aircraft maintain runway heading to 1500' altitude.
5I1	Low approaches and touch and go operations must maintain runway heading to 2000'.
6A	Schools are 3 to 4 miles northeast and southeast.
6B	A hospital is 3 miles northeast.
6C	Residential areas surround airport boundaries.
6E	Churches are scattered throughout residential areas.
6G	Recreation facilities scattered throughout residential areas.
6H	Motels are 3/4 mile north and beyond.

Stinson Municipal

San Antonio, TX

ASW

SSF

Part/Subset(s)

Comments

6A }
6C }
6E }
6G }

These facilities are found from the boundary and beyond on the northwest, west and south. There is also a park 1 mile east.

Searcy Field

Stillwater, OK

ASW

SWO

Part/Subset(s)

Comments

2DOA

Aid request is being proposed for 20 acres in south approach area.

SW-40

Tulsa International

Tulsa, OK

ASW

TUL

Part/Subset(s)

Comments

2D0A	Requisition for federal aid now in process to acquire 399 homes and 3 churches on north, south and east for noise compatibility, clear zone and access.
2D5	Air National Guard has hush-shed in northeast area.
3A	Landowners to north have petitioned airport to acquire their land.
4D1 4D2	Turbojet engines are runup on north and east during daylight hours only.
5A5	Profile Descent Program to be implemented in November.
6A	Schools are 1 mile east and 2 miles south.
6C	Residential areas are on south boundary and between runways on north.
6E	Churches are north and south.
6G	Golf course, zoo, swimming, etc. are northwest.
6H	Motels are on south edge of airport and beyond.
6I	Audubon Society is concerned about Bird Refuge north of airport.

Texarkana Municipal/Webb Field Texarkana, AR ASW TXK

Part/Subset(s)

Comments

6C

Sparse residential area is 2 mile west.

Harvey Young Field

Tulsa, OK

ASW

1H6

Part/Subset(s)

Comments

6A }
6C }
6E }
6G }

These facilities are found on all sides of the airport
in a developed area of Tulsa.

WESTERN REGION

**ARIZONA
CALIFORNIA
NEVADA**

WESTERN

Arcata Municipal

Arcata, CA

AWE

ACV

Part/Subset(s)

Comments

- | | |
|--------------|--|
| 6A | Schools are 2 miles from the airport and beyond in all directions. |
| 6C | Residential areas surround airport at a distance of 3/4 mile. |
| 6E }
6G } | Churches and parks are scattered throughout residential areas. |

Part/Subset(s)

Comments

2D0A	Acquisition of 266 acres in northwest is in process.
5C2	Arriving jets are informally requested to start final approach above 2,500'.
5I	No turbojet training is permitted without prior permission.
6A } 6B } 6C } 6E } 6G } 6H } 6F }	Noise-sensitive facilities of these types extend south from airport boundary and 1/2 mile southwest and beyond.
	A civic center is 5 miles south.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	<p>City Council Resolution 17390 includes airport noise constraints summarized below:</p> <p>A night curfew on all departures and arrivals of private and commercial jet carriers was imposed. The consolidation of under-utilized, competing scheduled flights by air carriers operating from HBA was required.</p> <p>Future utilization by commercial air carriers of aircraft which meet current federal noise standards will be required.</p> <p>The retrofitting of existing commercial jet aircraft with sound absorbent materials so as to meet current noise standards is required.</p> <p>The Resolution restricts air carriers to the present level of air operations unless additional operations will not increase existing noise exposure levels.</p> <p>Air carriers must adhere to a noise abatement plan designated to reduce noise exposure levels.</p>
2D8	System installation is underway at airport.
3A	North Hollywood Homeowners' Association and many others are active.
3F	City, county and Port Authority have made noise and land-use compatibility studies.
4A9	Four-engine jets are not permitted.
4B1E } 4B2A }	Jet aircraft are restricted from 11 p. m. to 7 a. m.
4C	All aircraft must comply with FAR-36 by 1985.
4D2	Jet engine runup is restricted from 11 p. m. to 7 a. m.
4E1	Annual passengers served are limited to 1.9 million unless increase is achieved with no increase in noise exposure.
5C1	Runways 7 and 25 are preferential for landings and departures, respectively.
5C2	Arrivals are directed in from the west.
5C3	All departures maintain runway heading to 2,500' AGL.
5F	High-rear engine jets departing Runways 25 or 33 shall not apply takeoff thrust prior to threshold.

Hollywood-Burbank Airport (Continued)

Part/Subset(s)

Comments

6A
6B
6C
6E
6F
6G
6H



Noise-sensitive facilities of these types are found in all neighboring areas.

Buchanan Field

Concord, CA

AWE

CCR

Part/Subset(s)

Comments

2A	City provides noise-abatement procedures and restrictions.
3A	Two active noise committees represent impacted citizens northwest and south of the airport.
5C1	Runways 32R and 19R are preferential for departures and landings, respectively, of jets and large air carrier aircraft.
5C3	County restricts turns after departure to those aircraft above 5,000' altitude.
6A } 6C } 6E } 6G }	These facilities are located on northeast and southwest boundaries and 2 miles southeast.

Part/Subset(s)

Comments

- | | |
|----------------------|--|
| 2B1 | City of Chico and County of Butte have zoned areas adjacent to airport for compatible land uses. |
| 2DOA | Acquisition of 500 acres northwest and southeast has provided noise buffer areas. |
| 3C | An environs plan is under way. |
| 5C2 | Arrivals are routed through area to northeast for landing on Runways 12-31. |
| 5C3 | Jets and large air carrier aircraft departing Runway 13 turn 10° left of runway heading to avoid flying over city. |
| 6A | Schools are 2 miles northwest, southwest, south and southeast. |
| 6B | A hospital is 3 miles southeast. |
| 6C }
6E }
6G } | Residential areas, churches and recreational facilities are 2 miles northwest, southwest, south and southeast. |
| 6H | Hotels and motels are 1 1/2 miles southwest, south and southeast. |

Compton Airport

Compton, CA

AWE

CPM

Part/Subset(s)

Comments

4A0	Jets are prohibited.
5C2	Aircraft are kept south of airport with a right traffic pattern for Runway 7.
5H2	Runway 7L is displaced 895'.
5I1	Touch and go operations are prohibited.
6A } 6B } 6C } 6E } 6G }	These facilities extend outward from airport boundary in all directions.

Part/Subset(s)

Comments

5C2	Circling approaches are kept close to airport. Jets and other large air carrier aircraft departing Runway 24 maintain runway heading to shoreline 4 miles away.
5C3	
6A	Schools are 3 miles northwest and east, and scattered south and southwest.
6B	A hospital is 3 1/2 miles northwest.
6C } 6E } 6G }	Residential areas, churches and recreational facilities are 2 1/2 to 3 1/2 miles northwest, southwest, south, and east.

Elko Municipal

Elko, NV

AWE

EKO

Part/Subset(s)

Comments

2B1

Area east of airport is zoned for compatible land use.

2D0A

Airport has acquired 100 acres on the west for approach protection and land-use compatibility.

2D1

Airport has acquired noise easement on the east side.

6A

6C

6E

6G

Noise-sensitive facilities of these types are scattered in all neighboring areas, with the east the most sensitive.

El Monte Municipal

El Monte, CA

AWE

EMT

Part/Subset(s)

Comments

2A	City prohibits jets, all aircraft weighing more than 12,500 lbs, and single engine planes of more than 1000 horsepower.
4A0 4A4 4A6	See comment 2A.
5I1 5C2 5C3	Glide slope angle has been set at 4 ⁰ for noise abatement. Aircraft may not extend traffic pattern. Departures from Runway 19 make slight right turn and remain over paved channel to south until reaching 1300' or freeway. Departures from Runway 10 follow paved channel to 1300' or golf course.
5H2	Runways 19 and 1 have landing displacements of 650' and 350', respectively.
5J	Traffic pattern altitude has been raised from 800' to 1000'.
6A 6B 6C 6E 6F 6G 6H	These facilities surround airport boundary and beyond with the exception of a paved channel to the south.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	City and county review construction applications for land-use compatibility. City prohibits night landings on Runway 11L except in emergency.
2B2E	Soundproofing based on noise contours has been proposed.
2D0A	Acquisition of 114 acres on west and northwest included many homes.
2D4	Limitation of utility development in airport area has been proposed to discourage growth.
2D5	Air National Guard has noise-suppression equipment.
2D7	Extension of Runways 11R-29L by 2,000' with 1,000' displacement of Runway 11R has been proposed.
3C	Environs plan (preANCLUC) study is under way, with many restrictions and procedures expected to result.
4D1 } 4D2 }	Air National Guard engine runup is conducted in hush-shed and test cell locations in southeast part of airport, and is restricted from 11 p. m. to 7 a. m.
5C1	Runway 29R is preferential.
5C3	Air carrier departures from Runway 29R informally maintain heading to 2,000' MSL. Large aircraft departing Runway 29L maintain runway heading to 800' MSL.
5H1	The proposed extension of Runways 11R-29L would include a 1,000' displacement of the 11R end for both departures and arrivals.
5H2	
6A } 6B } 6C } 6E } 6G } 6H }	Noise-sensitive facilities of these types surround airport with the exception of areas due east and due north.

Part/Subset(s)

Comments

- | | |
|----|--|
| 6A | Schools are 1 mile west and southwest, with others scattered to the east. |
| 6B | Hospitals are 1 1/2 miles east, scattered. |
| 6C | Residential areas extend from the northeast and south-east boundary, with others scattered in the northwest and southwest. |
| 6E | Churches and parks are scattered throughout the residential areas. |
| 6G | |

Fullerton Municipal

Fullerton, CA

AWE

FUL

Part/Subset(s)

Comments

- | | |
|--------------------------|--|
| 2A | City prohibits jets and requires prior approval for operations by fixed wing aircraft over 12,500 lbs, rotary wing vehicles over 4,000 lbs, and single engine planes of more than 1000 horsepower. |
| 4A0
4A4
4A6
4A8 | See comment 2A. |
| 5C1
5C2 | Runway 6 is preferential when winds are calm. Arriving aircraft are kept above 1000' while in traffic pattern. |
| 5C3 | Departures from Runway 24 turn left 10° to avoid school, and departures from Runways 10 and 24 must reach 800' before turning south. |
| 6A | A school is 1/2 mile west on line with Runway 24, with other schools scattered in all adjacent areas. |
| 6C | Residential areas are on the northeast and southwest boundaries and 2 1/2 miles northwest. |
| 6E | Churches are scattered throughout residential areas. |
| 6G | Parks are scattered in all areas, with a golf course 3/4 mile northwest. |
| 7C | Noise complaints were considerably less frequent in 1977 and 1978 than in earlier years. |

Hawthorne Municipal

Hawthorne, CA

AWE

HHR

Part/Subset(s)

Comments

- | | |
|------------|--|
| 2A | City prohibits single engine aircraft of more than 1000 horsepower and requires prior management approval of jet operations. |
| 4A0
4A4 | See comment 2A. |
| 5C1 | Runway 7, to the east, is preferential for departures between 9 p. m. and 8 a. m. |
| 5C2 | Arrivals remain above 1500' until crossing freeway 2 1/2 miles distant. |
| 5H2 | Landing displacements are 1025' for Runway 7 and 473' for Runway 25. |
| 5I1 | Touch and go operations are prohibited. |
| 5J | Runway 07-25 traffic pattern is kept to south, away from city. |
| 6A | These facilities extend from airport boundary on the north-east, southwest, southeast and northwest, and are also found 1 mile east. |

Part/Subset(s)Comments

- 2A City noise ordinance prohibits aircraft producing more than 75 dB at airport boundary from 11 p. m. to 7 a. m.
- 2D2 Aircraft not in compliance with nighttime noise limitation are subject to fine or license revocation.
- 3D Interest in ANCLUC study participation has been indicated.
- 4A9 Aircraft types producing more than 75 dB at airport boundary on takeoff are not permitted to depart between 11 p. m. and 7 a. m.
- 4B1E }
4B2B } Except in emergency, no aircraft, however quiet, may land or take off between 11 p. m. and 7 a. m.
- 5C3 Departures from Runway 28L make left turn before reaching airport boundary, from Runway 28R make 20° right turn before boundary is reached.
- 5I1 Touch and go operations must be performed on Runway 28L before Runway 28R can be used.
- 6A Schools are near boundary and beyond on northwest, north, northeast, east, and southeast.
- 6B A hospital is 2 1/2 miles southeast.
- 6C Residential areas extend beyond airport boundary on the northwest through southeast sides, with the northeast most noise sensitive.
- 6E Churches and recreational facilities are scattered throughout the residential areas.
- 6G
- 6H A motel is on the airport, with others to the southeast.

Part/Subset(s)

Comments

2A Clark County has imposed procedures and restrictions for noise abatement.

2D1A FHA land purchases have transferred noise easements.

3C ANCLUC study is underway.

5C1 East-west Runways 25 and 7 are preferential.
5C3 Departures from Runway 25 proceed on runway heading for 3 DME, those from Runway 19 proceed 4 DME before turning.

6A }
6B } Noise-sensitive facilities of these types surround the
6C } airport except on the southwest.
6E }
6G }
6H }

Part/Subset(s)Comments

- 2A Aircraft are routed over the Pacific for all approaches and departures between midnight and 6 a. m. in accordance with Los Angeles Department of Airports' regulations; in addition, air carriers are required to submit fleet mix inventory data for city review of compliance with city and state noise standards. SST operations have been restricted by City Council pending FAR-36 compliance and airport development is limited to the service of no more than 40 million passengers annually for noise control purposes. This last restriction is also included in the Westchester-Plaza Del Ray District Plan. City of Englewood General Plan defines city policy in actively advocating changes in aircraft operations for noise reduction, Federal regulatory noise control and use by its residents of all legal means for receipt of compensation for noise damage resulting from aircraft operation.
- 2B1 Area west of airport has been zoned for compatible land use by the city.
- 2C5 An experimental program 7 years ago soundproofed a number of area structures for effectiveness studies.
- 2D0A A 143 million dollar acquisition program has yielded 2,300 parcels totaling 800 acres.
- 2D1A Current litigation is expected to result in expenditure of 26 million dollars for easements to noise impacted city schools. An FAA requisition for aid has been submitted. About 150 residential easements have been acquired.
- 2D5 Blast fences and hush-shed noise suppressors are located in a number of areas. Test cells are provided for engine runup maintenance.
- 2D8 }
2D9 } Monitoring facilities are at the airport.
- 3A Six noise committees represent residents from all adjacent areas.
- 3C The Los Angeles Department of Airports has completed a land-use compatibility study for areas around airport.
- 4A9 See comment 2A concerning SST restriction.
- 4D1 City restricts engine runup from 11 p. m. to 6 a. m. except
- 4D2 when waived by airport manager for reasons such as: adequate test cell used, idle power on single engine at a time in Hold Area, auxiliary power unit runup for

Los Angeles International (Continued)

<u>Part/Subset(s)</u>	<u>Comments</u>
4D2	maintenance and preflight check or a documented emergency. Prolonged runups must have prior management permission at any hour.
4E1	Los Angeles City Council limits airport to service of no more than 40 million passengers annually for noise-control purposes.
5C1	Runway 25R is preferential from midnight to 6 a. m. for all landings and departures, south over the Pacific Ocean. Second preferences are Runway 25L for landings and Runway 24L for departures.
5C2	Approach track from midnight to 6 a. m. requires aircraft to perform base leg at least 1 mile from shoreline.
5C3	The Daggett Loop departure, used until 9 a. m. , specifies that aircraft maintain runway heading and turn left to cross airport at 10,000' altitude. The Ocean Departure, which may be used until midnight, directs aircraft left at shoreline to a heading of 210° held for 5 miles and then left again to 160°. Also used until midnight, the Gorman Departure calls for a 250° runway heading until 12 miles from airport, at which point a right turn to 360° may be made. After midnight, aircraft must maintain runway heading 250° until reaching sufficient altitude to avoid noise-sensitive areas.
5I	No touch and go, low approach or other flight training is permitted.
5J	Gate hold procedures during peak hours prevent starting of aircraft engines for departure until cleared by tower.
6A 6B 6C 6D 6E 6F 6G 6H	All types of noise-sensitive facilities are located in all areas surrounding airport. The north and east are heavily residential, the west and south are residential to a significant degree.

Part/Subset(s)

Comments

- 2A City Council policies for the airport are summarized:
- It shall be the policy of the City Council to plan now for the complete development of all available airport properties, to encourage the discontinuance of non-compatible military use of airport property at the earliest possible time, and to restrict development of airport properties with direct runway access to business activities providing aviation-related services and products.
- It is the policy of the City Council that land designated for use by commercial airlines and related activities be adequate to sustain only that level of flight activity permissible under present restrictions to flight operations. Commercial operations are currently limited to six flights/day, Monday through Thursday, and eight flights/day, Friday through Sunday.
- 2B1 City zoning of adjacent areas aims for compatible land use.
- 3A Northwest Serritos Park Homeowners' Association and other groups are active in area.
- 4B1E }
4B2A } No jet operations permitted from 11 p. m. to 7 a. m.
- 4D1 }
4D2 } Jet runup is restricted to end of Runway 30 with blast directed southeast toward airport.
- 4E3 The current limits are 6 air carrier flights per day, Monday through Thursday, and 8 flights per day, Friday through Sunday, with a change to 8 and 12 flights proposed.
- 5C1 Runways 3-12 and 25L are preferential for turbojets and other large jets.
- 5C3 Departures from Runway 30 maintain runway heading to 1,500'.
- 5I1 No training, touch and go or practice flying is permitted for jets.
- 5I2

Daugherty Field-Long Beach Municipal (Continued)

Part/Subset(s)

Comments

6A
6B
6C
6E
6F
6G
6H



Noise-sensitive facilities of these types surround airport boundary and beyond except to west, where residential areas are 1 1/2 miles away.

Meadowlark-
Huntington Beach Airport

Meadowlark, CA

AWE

L16

Part/Subset(s)

Comments

5C3

Runway 19 departures make 10⁰ right turn to avoid flying over apartments in southwest.

5H2

Runway 19 is displaced 650' for a landing obstruction with a noise reduction effect.

6C

Apartments are 1/2 mile southwest with residential areas scattered in all other areas.

6E

Churches and parks are scattered in all neighboring areas.

6G

Merced Municipal

Merced, CA

AWE

MCE

Part/Subset(s)

Comments

5J	Traffic pattern is kept west to avoid eastern city.
6A	Schools are 1 1/2 miles southeast and 3 miles north.
6C	Residential areas are 1/2 mile northwest through east to southeast.
6E	Churches are scattered throughout residential areas.
6H	A motel is 1 mile northeast.

Part/Subset(s)

Comments

2B1	County zoning is based on compatible land use for undeveloped areas near airport.
3D	Airport is interested in having a preANCLUC environs study done.
4B1G 4B2A	A voluntary curfew restricts jets from midnight to 6 a. m.
5C1	Runways 28 and 10 are preferential for landings and departures, respectively.
5C3	Jets and other large air carrier aircraft are instructed to maintain runway heading until reaching 1,500' when departing Runways 28 and 10.
6A	Schools are 2 1/2 miles northeast and 3 1/2 miles southwest, with several in the area 2 1/4 miles northwest.
6B	A hospital is 2 1/2 miles northwest.
6C	Residential areas are 2 miles northeast and northwest, and 3 miles southwest.
6E	Churches are scattered in the areas 2 miles and farther, northeast, northwest, and southwest of the airport.
6G	Recreation facilities are located in all areas except southeast.
6H	Motels are 1 mile northwest and beyond.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	Airport District Commission has airport noise abatement and land-use recommendations, but no enforcement power.
2D7	It has been proposed that Runway 10R-28L be extended 1,000' east.
3A	Monterey Noise Abatement Commission and other groups are active.
3C	ANCLUC study has been proposed.
4B1E 4B2A	Jet operations are restricted from 11 p. m. to 7 a. m.
5C1	Runways 28 and 10 are preferential for departures and landings, respectively.
5C3	Departures from Runway 28 maintain runway heading to middle marker and turn right to 330°.
5F	Aircraft are requested to utilize both takeoff and
5G	reverse thrust reduction.
5I1	Touch and go operations alternate right and left traffic patterns.
6A 6B 6C 6E 6F 6G 6H	Noise-sensitive facilities of these types surround airport boundary and beyond.

Montgomery Field

San Diego, CA

AWE

MYF

Part/Subset(s)

Comments

3A	Montgomery Informal Noise Abatement Committee is active in area.
5C3	Jets and other large air carrier aircraft maintain runway heading to 1400'.
5I	Jet aircraft training is prohibited.
5J	Traffic pattern altitude raised from 1200' to 1500'.
6A	Schools are 1 mile southwest, 1 1/2 miles northeast and beyond and 2 miles southeast.
6B	Hospitals are 1 1/2 miles southwest and southeast and beyond.
6C	Residential areas, churches and recreation facilities
6E	extend from 1 mile southwest, 1 1/2 miles northeast and
6G	2 miles southeast.
6H	Motels are 3/4 mile southeast and southwest and beyond.

Part/Subset(s)

Comments

5H2	Runway 23 is displaced 500' for landing.
5J	An informal procedure restricts Runway 5 departures.
6A	Schools are 1 mile northwest, north, and northeast and 1 1/2 miles southeast, south, and southwest.
6C	Residential areas extend east from airport boundary and are located 1 to 1 1/2 miles away in all other directions, except west.
6E	Churches and recreational facilities are scattered
6G	throughout residential areas.

Metropolitan Oakland
International Airport

Oakland, CA

AWE

OAK

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	Port Authority establishes procedures and restrictions.
2B1	Area northwest is zoned for airport vicinity.
2B2E	Buildings for noise-sensitive uses northwest of airport must be soundproofed.
2D1A	Noise easements have been proposed for northwest areas based on litigation.
2D2	Punitive actions may be taken against noncompliant aircraft operators.
2D8	Monitoring system is present.
3A	Bay Farm Island Homeowners' Association is active.
4A0	These aircraft are prohibited departures from Runways 9L-27R and landings on Runways 15-33.
4A6	
4A9	Military aircraft are restricted from Runways 27L and 27R. All jet aircraft, 12,500 pounds and over, and all 4-engine reciprocating aircraft are prohibited from takeoffs on Runway 27R, 27L and landings on 9L, 9R except in an emergency.
4D1	Engine runup is restricted to the central and far northwest areas, and to daylight hours only.
4D2	
5C1	Runway 29 is preferential for air carriers.
5C2	Arrivals from the west, cross freeway 7 miles east at 3000' altitude and use a right base leg to Runway 29.
5C3	Between 10 p. m. and 6 a. m. , departures off Runway 29 make a left turn to 270 ^o , then turn right to 342 ^o (for large aircraft).
6A	These noise sensitive areas are located primarily in the east and west quadrants of the airport. North of the airport is industrial, south is water.
6B	
6C	
6E	
6F	
6G	
6H	
7F	175 noise complaints in 1977.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	Cities of Montclair and Fontana have approved resolutions opposing further airport expansion. City of Ontario noise abatement procedures include eastern landings and departures from 10 p. m. to 7 a. m. over agricultural areas and prohibition of jet training and turns over airport.
2B1	City zoning discourages incompatible land use to the east and reviews construction applications.
3A	Ontario Homeowners' Association has filed litigation on noise, and other area committees are active.
3C	State study is under way.
4B1E	Jets and large aircraft are restricted from Runway 3-21 from 11 p. m. to 7 a. m.
4D6	Turbojet runup is prohibited.
5C1	Runway 25 is preferential for departures and Runway 7 for landings.
5C2 } 5C3 }	From 10 p. m. to 7 a. m. , departures are to east and arrivals are from east. Turbojet departures must maintain runway heading to airport boundary.
5I1 5I2	No turbojet training is permitted.
6A } 6B } 6C } 6E } 6G } 6H }	Noise-sensitive facilities of these types are found west and south of the airport, with sparse development in the north.

Oxnard Field

Oxnard, CA

AWE

OXR

Part/Subset(s)

Comments

6A }
6B }
6C }
6E }
6G }

A hospital is 1 mile northeast, with all other types of noise-sensitive facilities extending from 1/2 to 5 miles from airport on the northwest through west and south to southeast sides.

Phoenix Field

Fair Oaks, CA

AWE

O11

Part/Subset(s)

Comments

2D

This privately owned airport will probably be discontinued and subdivided for homes in the next year or two due to rising land value.

6A

6B

6C

6E

6G

} These facilities surround airport boundary and beyond on all sides.

Part/Subset(s)

Comments

5C2

Arrivals from west and southwest keep above 1500' until crossing freeway. Runway 30 traffic making left pattern maintain 1000' until final approach.

5C3

Departures from Runway 30 go to 400' AGL and make climbing 45° right turn to bridge.

6A

6B

6C

6E

6G

6H

The facilities extend southwest from the airport boundary.

Phoenix-Sky Harbor International

Phoenix, AZ

AWE

PHX

Part/Subset(s)

Comments

2A	Aircraft are not permitted to emit more than 90 dB noise above city of Tempe, on the southeast.
2D0A	Acquisition of 850 acres for noise buffering on west side is underway.
2D6	An elevated freeway on west end of airport serves as a local noise barrier to some extent.
3A	Citizens from Tempe and Phoenix have joined in the Committee Against Aircraft Noise.
5C1	Runways 26L and 26R are preferential for both landings and departures.
5C2	Base legs must be executed 5 miles from airport and large aircraft must maintain 3,000' until final approach.
5C3	Departures must maintain runway heading until 5 miles from airport westbound or 4 miles eastbound.
5I	Prior approval by City is required for jet aircraft training.
6A	Noise-sensitive facilities for these types are scattered throughout all neighboring areas.
6B	
6C	
6E	
6F	
6G	
6H	

Brackett Field

La Verne, CA

AWE

POC

Part/Subset(s)

Comments

3A	A group from the northeast has no name.
5C3	Departures from Runway 26 maintain runway heading to 3000' or freeway 2 1/2 miles west.
5J	Traffic pattern altitude is 2000' in southeast.
6A	A school is 1 1/2 miles northwest, with others scattered to the northwest, southeast and northeast.
6B	A hospital is 2 miles southeast.
6C	Residential areas are 1 mile northwest and southeast and 2 miles northeast.
6E	Churches are scattered throughout residential areas.
6F	A fairground and park is on the northwest, north, east, and southeast boundary.
6G	
6H	Motels is 2 miles southeast, and northeast.

Part/Subset(s)

Comments

2A	City prescribes noise restrictions and procedures.
2B1	City has land-use zoning for undeveloped areas near airport.
2D0A	Acquisition is in process for land-use compatibility.
3F	City prescribes EIR and full noise impact evaluation for any proposed runway extensions.
4B1B	City prohibits commercial jets from 10 p. m. to 7 a. m.
4B2A	
4E3	Commercial operations are restricted to 32 per day.
5C1	Runway 12 is preferential.
5C3	Departures from Runway 30 turn right to 360° and gain 4,500' altitude, departures from Runway 12 turn left to 090° and proceed to 4,500' before turning to desired course.
6A	Noise-sensitive facilities of these types are scattered
6B	in all surrounding areas from boundary and beyond.

Falcon Field

Mesa, AZ

AWE

P16

Part/Subset(s)

Comments

6A }
6B }
6C }
6E }
6G }
6H }

These facilities extend from airport boundary and beyond on all sides.

Riverside Municipal

Riverside, CA

AWE

RAL

Part/Subset(s)

Comments

5J	Runway 16 may not be used for southerly takeoffs or landings.
6A 6C	Schools are 1/4 mile southeast and beyond Residential areas extend southeast from airport boundary, with development increasing in the southwest and northeast.
6E } 6G }	Churches and recreational facilities are scattered throughout residential areas.

Part/Subset(s)

Comments

2B1

Undeveloped areas around airport are zoned for compatible land use.

5C2

Aircraft over 12,500 lbs. approaching Runway 34 maintain 1,000' AGL.

6A

6C

6E

6G

} Residential areas, churches, and recreational facilities are 3/4 mile southeast and 1 mile southwest.

Reid-Hillview FieldSan Jose, CAAWERHVPart/Subset(s)Comments

2A	City general plan includes airport noise element.
3A	A local noise committee is more concerned about nearby San Jose Municipal Airport.
4A9	Jets not in compliance with FAR-36 are prohibited.
4C	Pure jets and surplus military jets not in compliance with FAR-36 are prohibited.
4D2	Engine runup is restricted from 11 p. m. to 7 a. m.
5C1	Runway 13 is preferential during calm wind condition.
5C3	Departures maintain runway heading to 2000' altitude and avoid turns below 500' and non-essential intersection departures.
5I1	Touch and go operations are restricted from 9 p. m. to
5I2	7 a. m.
5J	Traffic pattern has been raised to 1000' AGL. No simulated emergencies are permitted in airport control zone.
6A	These facilities are scattered throughout all neighboring areas, from the boundary on the northwest, northeast, and southwest and beyond 1 1/2 miles southeast.
6B	
6C	
6E	
6G	
6I	Large shopping center is on airport south boundary, with residential areas beyond it.

Reno International

Reno, NV

AWE

RNO

Part/Subset(s)

Comments

2B1	Construction applications are reviewed for land-use compatibility in airport vicinity.
2C5	City may include acoustical requirements in construction permits in airport vicinity.
2D0A	Airport has acquired 187 acres primarily in the south and southwest.
2D1A	Noise easements have been purchased in the south, southwest and east.
2D5	Air National Guard uses hush-sheds and test cells for engine runup.
3A	ACORN noise committee is active here.
3C	ANCLUC study is under way which proposes many procedures and restrictions.
4D1	Air National Guard engine runup is restricted to center of field.
5C1	Runways 16 and 34 are preferential for both departures and arrivals.
5C3	Departures from Runway 16 maintain runway heading to 9,000' altitude or 2 1/2 miles distance, over desert, and make left turn only.
6A } 6B } 6C } 6E } 6G } 6H }	Noise-sensitive facilities of these types surround airport and are at boundary on northwest and southwest and 2 1/2 to 4 miles distant on northeast and southeast.

Part/Subset(s)

Comments

2A	The city provides various procedures and restrictions for airport noise abatement.
2D1A	Noise easements have been obtained in the northeast and southwest.
3A	Groups have organized in the northeast and southwest.
3C	An environs plan study is underway.
4A9	Aircraft weighing over 36,000 lbs. are prohibited.
4E	City has proposed the limitation of annual commercial operations for noise abatement.
5C1	Jets must use Runway 2-20 unless safety factors intercede.
5C3	No departing aircraft may turn until above 600'.
5I1	Touch and go flights and intersection takeoffs are
5I2	prohibited from 10 p. m. to 7 a. m. , and are deemed
5I3	not desirable on weekends and holidays. Helicopter touch and go flights and practice approaches to Runway 2-20 are discouraged.
5J	Departures and landings of aircraft in formation are prohibited. County restrictions provide that the traffic pattern altitude of small aircraft be 1,000' and of jets be 1,500' and that twin-engine and constant-speed-propeller aircraft make no intersection departures.
6A	A hospital is 3 miles northeast and all other types of noise-sensitive facilities are scattered throughout all surrounding areas.
6B	
6C	
6E	
6G	

Part/Subset(s)

Comments

2A	City Council has adopted airport noise restrictions.
2B2	All new buildings in approach paths must be sound-proofed.
2D6	Blast fences are located in east and south central areas.
3A	The Loma Portal Homeowners' Association, Ocean Beach Committee and Mission Beach Committee are among local noise groups.
3F	City studies have included land use and noise considerations in general planning.
4B1G	Airport is closed to all take-offs from midnight to 6 a. m. except for emergency, and to landings by non-FAR-36 aircraft.
4B2C	FAR-36 aircraft are permitted to land.
4C	NonFar-36 restriction is from midnight to 6 a. m.
4D1 } 4D2 }	Jet engine runup from midnight to 6 a. m. is restricted to north taxiway runup area or inside test cell.
5A1	A 3.5 ⁰ glide slope is proposed for Runway 27.
5C1	Runway 27 is preferential.
5C3	Ninety-day experimental preferential departure track now in progress specifies departure on Runway 27 and a 295 ⁰ heading over water and areas of low population density.
5H2	Runway 27 has been displaced 1,800' east for landings.
5J	All pilots are reminded to use good noise abatement practices by airport manual.
6A } 6B } 6C } 6D } 6E } 6F } 6G } 6H }	Noise-sensitive facilities of all types surround airport except to the south.

Santa Barbara Municipal

Santa Barbara, CA

AWE

SBA

Part/Subset(s)

Comments

2A	City regulations imposing maximum noise levels in dB for aviation are not enforced.
3A	One active group is from University of California to the southwest, another is in the east.
5C2 5C3	Base leg is to be kept inside noise-sensitive area. Departures toward University of California must turn right or left. Operations southeast of airport must stay above 2,000' altitude. Large aircraft departing south must turn to avoid noise-sensitive areas.
6A 6B 6C 6E 6F 6G 6H	Noise-sensitive facilities of these types are located in all surrounding areas except to the southeast.

Part/Subset(s)Comments

- | | |
|------------|--|
| 3C | A current PGP project concerning land-use compatibility around the airport is underway. |
| 5C3 | Twin-engined and larger aircraft departing Runway 29 maintain runway heading until reaching 2,000' altitude to avoid hospital to the west. |
| 5I1
5I2 | Touch and go, low approaches and practice flights are restricted from 11 p. m. to 6 a. m. |
| 6A | Schools are 1 mile northwest and beyond. |
| 6B | A hospital is 3 miles west-southwest. |
| 6C | Residential areas are 1 mile northwest and beyond and 5 miles south. |
| 6E | Churches are 1 mile northwest and beyond and 5 miles south. |
| 6G | Recreation areas are scattered to the northwest. |

Brown Field Municipal

San Diego, CA

AWE

SDM

Part/Subset(s)

Comments

5C1

Runways 8R and 26L are preferential.

6A

6C

6E

6G

} These facilities are 4 miles northwest and beyond.

Gillespie Field

San Diego, CA

AWE

SEE

Part/Subset(s)

Comments

4B1E	North-South Runway 17-35 is closed from 11 p. m. to 7 a. m. for safety when control tower is unattended, with noise-abatement effect.
5C2	Arrival traffic pattern of Runway 27L has been changed to avoid populated areas.
5C3	Departures maintain runway heading until attaining 1,000' MSL.
5H2	Runway 27R is displaced 1,300'.
6A } 6C } 6E } 6G }	Noise-sensitive facilities of these types extend east from airport boundary and are also located 1 mile southeast.

<u>Part/Subset(s)</u>	<u>Comments</u>
2A	City aviation noise control statute 78-0131 includes full implementation of FAR-36 by 1985, fleet mix inventory review for FAR-36 compliance and restriction of night time engine runup maintenance.
2B1	City zoning in airport vicinity is based on noise compatibility.
2D2	City and County of San Francisco provide for revocation or suspension of airport permits of air carriers not in compliance with noise procedures.
2D8	City monitoring system is at airport.
3A	The San Francisco Noise Abatement Center consists of the FAA, airport tenants and the public. The North County Noise Abatement Task Force, made up of western residents, is one of several citizens' groups in the area.
3C	An ANCLUC study, now underway, is expected to result in a number of new restrictions.
4C	Landings of nonFAR-36 aircraft will be prohibited after 1985.
4D2	No nighttime engine runup maintenance unless necessary for early departure and with prior management permission.
4D4	Aircraft are not permitted to use more than minimum taxi thrust prior to take-off power point.
5C1	Runways 1 and 10, respectively, are preferential for departures, with Runways 28 and 19 the first and second preference for landings.
5C2	Between 10 p. m. and 7 a. m. , Runway 28R shall be used as much as possible with the Visual Bridge Approach to provide noise relief to communities along the peninsula shoreline.
5C3	Shoreline departure from Runway 28 used to reduce noise impact on communities immediately west and northwest. Quiet departure from 10 p. m. to 7 a. m. on Runways 01 and 28 reduces noise impact on east bay communities.
5H1	Runway 1R has been displaced 600', based on exhaust flow, with a positive noise effect.

San Francisco International (Continued)

<u>Part/Subset(s)</u>	<u>Comments</u>
6A } 6B } 6C } 6D } 6E } 6F } 6G } 6H }	All types of noise-sensitive facilities are located in all areas surrounding airport. Sensitivity is highest on the south and west, with other residential areas and facilities north and Foster City 5 miles east.

San Fernando Municipal

San Fernando, CA

AWE

SFR

Part/Subset(s)

Comments

5I1

Touch and go operations not permitted.

6A

6B

6C

6E

6F

6G

6H

}
These facilities extend from airport boundary and
beyond on all sides.

Part/Subset(s)

Comments

2B1	Noise-impact considerations determine airport vicinity zoning.
2D0A	Airport has acquired 117 acres on the southeast for approach protection and noise buffering.
2D1A	Noise easements have been obtained for some areas northwest of airport.
2D7	Extension of Runway 30L by 700' and Runway 12R by 1,000' with a displacement has been proposed.
2D8	Monitoring systems are at the airport.
3A	Airport Planning and Advisory Committee (APAC) and Save Our Valley Action Committee are active here.
3C	Environs plan, in process, may result in new restrictions and procedures.
4B1G	A voluntary restriction on jet operations from midnight to 6 a. m. is waived for Cessna Citation aircraft. Full power engine runup is discouraged from midnight to 6 a. m. , and then only in central northeast area.
4B2C	
4D1 }	
4D2 }	
5C1	From 11 p. m. to 6 a. m. , conditions permitting, Runways 12 and 30 are preferential for landing and departures, respectively.
5C2	Arriving aircraft are kept high to the north and routed west before approach to avoid population.
5C3	Departures maintain runway heading to 2,000' altitude.
5G	Pilots are requested to use minimum reverse thrust, at their discretion.
5H2	Runway 30L has been displaced 1,475' for obstructions, with a noise-abatement effect.
5I1	No large aircraft touch and go operations from midnight to 6 a. m.
5I2	
5J	No intersection take-offs are permitted at night.
6A	Noise-sensitive facilities of these types surround airport boundary and beyond, with the southwest most noise sensitive and the northeast least.
6B	
6C	
6E	
6G	
6H	

Part/Subset(s)

Comments

2D0A	Airport has acquired 2,000 acres on the north, east and south for noise buffering approach protection and airport development.
2D1	Homes acquired on the southwest and west are being resold with noise easements.
3A	A thirty-five member homeowners' committee to the southwest has been active in opposing aircraft noise.
5C1	Runway 16 is preferential for both arrivals and departures.
5C3	Jets and other large air carrier aircraft departing from Runway 16 are to turn to heading 120° until sufficient altitude has been reached for a turn to be made without adversely subjecting the citizens below to noise exposure.
5I	Air carrier training flights departing Runway 16 make a right turn to avoid population 3 miles southwest.
6A } 6C } 6E } 6G }	All noise-sensitive areas are 3 miles southwest.

Part/Subset(s)

Comments

- 2A City regulations prohibit jet operations, aircraft over 100 dB SENEL and helicopter training. Departures and engine runup are prohibited by City from 11 p. m. to 7 a. m. on weekday and from 11 p. m. to 8 a. m. on weekends, and touch and go training is prohibited on Saturdays, Sundays, and holidays.
- 2D2 Aircraft not in noise compliance are subject to penalty, which is enforced.
- 3A Santa Monica Homeowners' Association and other groups are active in noise-abatement concerns.
- 3D Interest in ANCLUC study has been expressed by airport manager.
- 4A0 }
4A8 } Pure jet operations are prohibited, and helicopter operations are discouraged.
4B1D }
4B2A } Departures are not permitted except in emergency from 11 p. m. to 7 a. m. weekdays and from 11 p. m. to 8 a. m. on Saturdays, Sundays, and holidays.
- 4D2 Runup is prohibited from 11 p. m. to 7 a. m. weekdays and from 11 p. m. to 8 a. m. on Saturdays, Sundays, and holidays.
- 5C3 Departures are to maintain runway heading to 3,000'.
5E Aircraft are to climb at maximum rate achievable without exceeding 100 SENEL.
- 5I1 Flight training operations are prohibited on Saturdays,
5I2 Sundays, and holidays, and from 11 p. m. to 7 a. m. on
5I3 weekdays.
- 5J Helicopter flight training is prohibited. Traffic pattern altitude is 1,200' for single-engine aircraft and 1,700' for twin-engine aircraft.
- 6A }
6C } Noise-sensitive facilities of these types are located
6E } in all neighboring areas.
6G }

Part/Subset(s)

Comments

- 2A The City Councils of Newport Beach, Costa Mesa, Laguna Beach, Santa Ana and Irvine have adopted resolutions opposing any further expansion of commercial jet service. Orange County Board of Supervisors, in resolutions 70-96, 71-1415, and 74-537, have adopted noise constraints summarized below:
- Night jet operations are not permitted between the hours of 11:00 p. m. and 7:00 a. m.
New route applications for inter-state service from SNA are prohibited.
No facility improvements will be approved, except those necessary to maintain the present level of service.
No commercial or private aircraft with a gross weight in excess of 95,000 lbs. shall be permitted to use the airport.
No terminal leases to new air carriers shall be granted.
The airport should meet the State of California Noise Standard required for the year 1985.
- 2D7 The extension of Runway 19R by 700' has been proposed.
- 2D8 First noise monitoring system in U. S. operates at the airport.
- 3A Residents have formed noise committees in all neighboring areas. County Noise Abatement Committee includes representation by FAA, airport management, airport users, citizens and others.
- 4A9 Aircraft weighing more than 95,000 lbs. are prohibited.
- 4B1E Jet operations are prohibited from 11 p. m. to 7 a. m.
- 4B2A
- 4D2 Jet runup maintenance is prohibited from 11 p. m. to 7 a. m.
- 4E1 Number of passengers served annually is limited to 2.1 million.

Orange County Airport (Continued)

<u>Part/Subset(s)</u>	<u>Comments</u>
5C1	Runways 19R and 19L are preferential.
5C2	Landings and departures are to the south and departing jets maintain runway heading to DME and turn to 175°.
5C3	
5F	County and Port Authority recommend takeoff power settings.
5H2	A 700' displacement of Runway 19R has been proposed.
5I1	No touch and go or flight training is permitted from 10:45 p. m. to 6:15 a. m.
5I2	
6A	Noise-sensitive facilities of these types surround airport boundary and beyond.
6B	
6C	
6E	
6F	
6G	
6H	

Part/Subset(s)

Comments

- 2A City prescribes manager approval for aircraft over 12,500 lbs. and imposes turbojet curfew from 10 p. m. to 7 a. m.
- 2B1 Zoning restricts development in flood control area on the south. Other adjacent undeveloped land will be zoned for compatible land uses.
- 2D6 A fence, trees and bushes extend around airport boundary. An 8-foot block wall has been erected at the north end of the runway.
- 3A The southeastern and southwestern Van Nuys Home-owners' Association and the northern Granada Hills Association are among several noise committees active in the area.
- 4A6 Aircraft over 12,500 lbs. must have manager's approval to operate.
- 4B1B } Jets are prohibited from 10 p. m. to 7 a. m.
- 4B2A }
- 4D1 Air National Guard uses inner ramp area for engine runup.
- 4D2 Engine runup is prohibited from 10 p. m. to 7 a. m.
- 5A1 The glide slope angle has been raised to 3.9°.
- 5C1 Runway 16 is preferential for both landings and takeoffs.
- 5C3 Departures from Runway 34 maintain runway heading to 1,800' altitude and from Runway 16 climb south until over flood basin before turning.
- 5H2 Runways 16R and 16L are displaced 1,400' for avoidance of obstructions, with a noise-abatement effect.
- 5I1 No training operations are permitted from 10 p. m. to 7 a. m. in the summer or from 9 p. m. to 7 a. m. in the winter.
- 5I2
- 6A } Noise-sensitive areas surround airport boundary except for a narrow corridor of nonsensitive land use to the south-southeast.
- 6B }
- 6C }
- 6E }
- 6F }
- 6G }
- 6H }

Salinas Municipal

Salinas, CA

AWE

SNS

Part/Subset(s)

Comments

5C1	Runway 13 is preferential for early morning departures.
5C2	Traffic patterns for each runway are set to avoid noise-sensitive areas.
5C3	Departures from Runway 26 must turn north or south when reaching freeway 2 miles distant, and continue until away from noise-sensitive areas.
5J	Intersection takeoffs are prohibited on Runway 31.
6A	These facilities are scattered throughout the northwest area from 1 1/2 miles distance and beyond, with a hospital 2 1/2 miles west.
6B	
6C	
6E	
6G	
6H	Motels are 1/2 mile west and beyond.

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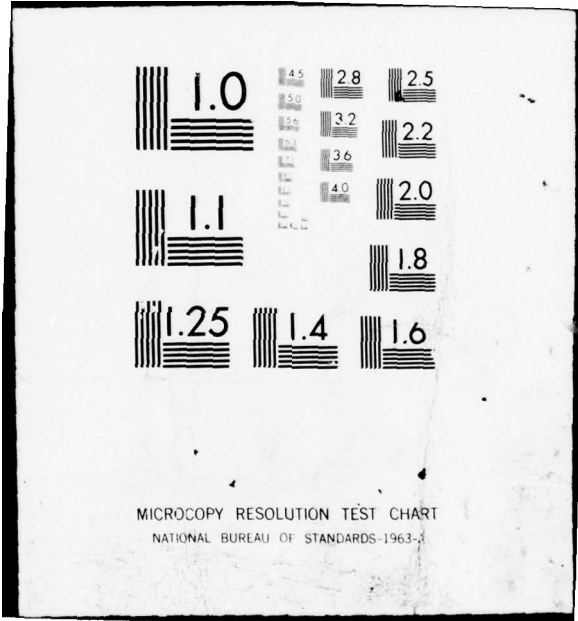
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San Carlos Municipal

San Carlos, CA

AWE

SQL

Part/Subset(s)

Comments

3A

Foster City noise complaint committee has presented petitions.

5C1

Runway 12 is preferred when winds are calm.

5C3

Departures from Runway 12 climb to 500', turn right 45°, and then proceed on course. Northeast departures from Runway 30 continue 3/4 mile, make 60° right turn and fly to shoreline before proceeding on course. West-bound Runway 30 departures make a 45° left turn at 3/4 mile and continue to gain altitude before proceeding on course.

6A

6B

6C

6E

6G

6H

The facilities are located 3/4 mile northeast, 1 mile southwest and beyond, and 2 and 5 miles southeast.

Part/Subset(s)

Comments

5C1

Jets and large air carrier aircraft use Runway 19.

5C2

Heavy aircraft such as tankers on final approach to Runway 19 make turn to avoid a home on the north.

6A

6C

6E

6G

}
}
}
}

These facilities extend from airport boundary and beyond on northwest, northeast, and east-southeast, with others 1 mile and beyond on the south-southeast.

Torrance Municipal

Torrance, CA

AWE

TOA

Part/Subset(s)

Comments

- 2A Airport restrictions imposed by the city include the following: Turbojet or fanjet aircraft over 40,000 lbs are prohibited. Touch and go approaches by aircraft over 4,000 lbs are prohibited, and are restricted from 8 p. m. to 8 a. m. on weekdays and from 5 p. m. to 10 a. m. on weekends and holidays. Simulated emergencies, low approaches and turns below 500' are prohibited, along with aircraft producing more than 85 dB SENEL and departures from 11 p. m. to 6:30 a. m. unless waived.
- 2B1 Undeveloped land is zoned for compatible use construction only.
- 2D1 Informally sale of noise easement is required for approval of construction applications in neighboring areas.
- 2D2 Aircraft not in compliance with noise standards are threatened with license revocation.
- 2D8 Installation is underway at airport.
- 3A Torrance Municipal Noise Abatement Committee and Citizen's Advisory Committee on Airport Noise are two of most active of several groups.
- 3C An ANCLUC study is due to begin in 1979.
- 4A0 Aircraft over 20,000 lb are restricted.
- 4A9
- 4BE A waiver may be granted for necessary flights.
- 4B2A
- 4E Airport may serve as base to no more than 850 aircraft.
- 5C1 Runway 29R is preferential.
- 5C2 Arrivals remain above 1500' until 3 miles out on final approach.
- 5C3 Departures from Runway 29B maintain runway heading to 1500' or until reaching shoreline.
- 5I1 } Touch and go operations are restricted from 8 p. m. to
5I2 } 8 a. m. on weekdays and from 5 p. m. to 10 a. m. on
5I3 } weekends and holidays. Scheduled air carrier training
is prohibited.

Torrance Municipal

(continued)

Part/Subset(s)

Comments

5J

Recommended departure power settings are specified.

6A
6B
6C
6E
6F
6H



Facilities of these types surround the airport.

Tucson International

Tucson, AZ

AWE

TUS

Part/Subset(s)

Comments

2D0A	One hundred six parcels of land totaling 36 acres have been acquired on the northwest in a 3-year program just completed.
2D5	Air National Guard uses hush-shed and test cell equipment.
2D7	Proposed new 12,000' Runway 11/29 would route air traffic away from city.
5I2	Training is restricted from 10 p. m. to 7 a. m. and until noon on Sunday.
5I3	
5J	
6A	Noise-sensitive facilities of these types are located 1/2 mile northwest and 3 miles north, with an isolated trailer part 2 miles east, and motels on the airport north boundary.
6C	
6E	
6G	
6H	

North Las Vegas
Air Terminal

Las Vegas, NV

AWE

VGT

Part/Subset(s)

Comments

6A
6C
6E
6G

}
These facilities are located 1/2 mile north and south
and beyond.

APPENDIX A

STATE/LOCAL STATUTE SUMMARY

The noise from arriving and departing aircraft creates annoyances to the neighboring communities. Also, aircraft engines are a source of air pollution. In addition, airports attract large numbers of automobiles and trucks, with their concomitant noise, emissions, and traffic congestion. Large tracks of land are needed to accommodate the runways, clear zones, nav aids, and buffer areas of airports.

All of the states have the power to enact legislation to protect the health, safety, morals, and general welfare of their citizens. Consequently, each state has delegated to its local and county governments some level of power to enact land-use regulations. Since many states have been reluctant to involve themselves in land-use planning or to interfere with the actions of local governments, land-use control has been, traditionally, largely a local matter.

These circumstances have, however, changed dramatically as a number of state governments have re-evaluated their responsibilities concerning land-use problems and have introduced legislation establishing statewide land-use programs. Now, nearly all of the states have either introduced or passed some type of legislation concerning land-use control; it should be noted that many of these are currently in the formative stages or have not yet been fully developed.¹

The problem of aircraft noise and how the State of California dealt with this problem is noteworthy. California is one of few states which has established aircraft noise limits.

The state's initial law contained two provisions: one provision established a maximum noise level for each single aircraft flyover (referred to as a single-event-noise level); the second provision was aimed at airport regulation rather than the regulation of each aircraft flight. This part of the California law is based on total daily aircraft operations. Referred to as the Community Noise Equivalent Level (CNEL), it establishes a noise limit for any given 24-hour period at each regulated airport.

Today, those airports in California that must comply with the state noise requirement have established airport noise-monitoring systems at selected on-and-off airport locations.² A number of airports in California have, however, been unable to comply with the state-noise requirement--among them, the Los Angeles, Burbank, San Diego, Ontario, and San Jose airports. These airports, and others, have been issued a variance by the state and have been designated as noncompliant airports.

A summary of environmental aviation ordinances and regulations by state and local municipality is presented following discussions about local actions and use restrictions. At AEE-120's request, a working paper, entitled "Identification of Constraints on Major Airline Airports in the Southern California Region," July 20, 1978, is also enclosed at the end of this volume for further information.

2 A: LOCAL GOVERNMENT ACTIONS - Noise Regulations³

The promulgation of noise regulations by cities or counties as a method of alleviating the impact of aircraft noise on citizens located in the vicinity

of airports is relatively minimal. Out of 474 airports studied, only 65 have some type of city or county imposed restrictions. These restrictions are of basically two types: 1) maximum noise level restrictions and 2) developing various noise abatement procedures or restrictions for airports. Of these, the latter is the most prominent.

Of the 65 localities restricting noise, 23 are within the Western Region, primarily in the State of California.

2B: LOCAL GOVERNMENT ACTIONS - Land Use Control ³

Land-use regulation for noise impact control, particularly zoning, is by far the most preferred option of local governments. Approximately 124 municipalities have some type of zoning or other land-use controls to help impede incompatible development around airports. Almost twice as many communities have opted for land-use control over implementing noise regulations or procedures in dealing with aviation related noise problems.

3B and 3C: NOISE CONTROL ACTIVITIES - Airport Noise Control and Land Use Compatibility Plan Completed - Airport Noise Control and Land Use Compatibility Plan Proposed or Underway ³

There are more than double the number of noise or land-use compatibility studies proposed or under way at airports than the number of similar studies completed at airports (70 versus 31, respectively), indicating the emerging awareness of this type of activity at airports. Types of studies included under this section are ANCLUC, AICUZ, and other special studies concerning noise or land-use compatibility, usually separate from individual master planning efforts.

Master plans completed for individual airports generally give some consideration to noise control and/or land-use compatibility. However, the extent to which these master plans address noise and/or land-use control vary greatly. Therefore, these studies are not included under this section.

4A and 4B: LOCAL AIRPORT USE RESTRICTIONS - Aircraft Type or Weight Restrictions - Curfew³

Applying an aircraft type or weight restriction or a curfew at airports is generally not a desired means of alleviating aircraft noise. Reasons for the reluctance to impose these types of restrictions are primarily twofold:

1. Time - This type of restriction can create a financial hardship on airports, limiting the amount of income received from landing fees and fuel sales, and

2. Aircraft Affected - These restrictions are often not feasible due to operational requirements and/or capacity problems at particular airports.

Again, these types of restrictions are most prevalent in the Western Region, primarily in California.

6A and 6C: SPECIAL NOISE SENSITIVE AREAS NEAR AIRPORT - Schools, Residential Areas³

In identifying noise-sensitive or potentially noise-sensitive areas near airports, it was found that well over three-quarters of all airports studied could be classified as having noise-sensitive or potentially noise-sensitive areas located in the airport vicinity.

An interesting element of this section of the study is that a large number of airports are currently facing the problem of encroachment of noncompatible

land uses on areas around the airports that previously served as noise buffer zones. This indicates a need for better airport land-use planning, particularly around those airports that are not yet experiencing incompatible land-use problems in adjacent areas.

7. NUMBER OF NOISE COMPLAINTS RECEIVED ANNUALLY³

In reviewing the number of noise complaints received at airports, it was found that the majority of all airports studied fell into the median range of complaints received annually. Those airports receiving less than 5 complaints annually were basically low volume, general aviation-type airports. Those airports receiving over 200 noise complaints annually were generally large hub, major airport facilities. This indicates a direct correlation between the number of operations at particular airports and the number of noise complaints received.

References:

1. Natural Resources Defense Council, Inc. , Elaine Moss, Editor. Land Use Controls in the Unites States. The Dial/James Wade, New York, New York. 1977.
2. Bragdon, Clifford R. The Status of Noise Control in the United States, State and Local Governments. Georgia Institute of Technology, Atlanta, Ga. April, 1978.
3. Environmental Data Bank, FAA Form 1050-5 (9-77).

UPDATED SUMMARY OF DATA AVAILABLE ON AVIATION-RELATED
ENVIRONMENTAL ORDINANCES AND REGULATIONS
ARRANGED BY STATE AND CITY

(Compiled from data collected by the FAA, 1975-77, and additional replies
received through August 1978. Only those cities and states that responded
are listed.)

<u>STATE/LOCAL</u>	NOISE CONTROL (Laws, Ordinances)	LAND-USE CONTROLS
<u>ALABAMA</u>	No.	Municipality responsible for adopting zoning regulations.
Huntsville		Height restrictions. Land-Use Plan.
Madison		Land-Use Plan.
<u>ALASKA</u>	FAA informal noise abatement procedures (1970)	Yes.
<u>ARIZONA</u>	Quiet Communities and ECHO*	Airport zoning law (revising). Land-Use and Transportation Plan.
Tempe	Yes. Emission controlled by State and Maricopa County.	
<u>CALIFORNIA</u>	Yes.	Airport Land Use Commission.
Hayward	Yes.	Yes.
Inglewood	Yes.	
Long Beach	Yes.	Compatible land use.
Santa Barbara	Yes.	Yes.
<u>COLORADO</u>	Yes.	Land acquisition in process.
<u>CONNECTICUT</u>	No.	
Newburyport		Revision of zoning ordinance in process.
Plainville		Approach zone classification - landscape and height restriction
<u>DELAWARE</u>	No State noise laws. Handled by individual county.	County Planning and Zoning Commission.

* ECHO - Each Community Helps Others

<u>STATE/LOCAL</u>	<u>NOISE CONTROL (Laws, Ordinances)</u>	<u>LAND-USE CONTROLS</u>
<u>FLORIDA</u>	No.	Height hazard regulations. No land-use controls.
Gainesville		Yes.
Escambia County		Revision of land-use controls in process.
City of Pampano Beach	Yes.	
<u>GEORGIA</u>		Yes.
College Park	Yes. Emission control also.	
<u>HAWAII</u>		
Pearl Harbor	Yes.	
General Lyman Field	Yes.	
<u>IDAHO</u>		Yes. Two studies with FAA funding.
<u>ILLINOIS</u>	No.	Airport authority and planning commission.
Des Plaines	Yes. Emission control also.	Yes.
<u>INDIANA</u>		Yes.**
Evansville		Updating in process.
Henderson		Airport Master Plan.
<u>IOWA</u>	No.	Yes.
Cedar Rapids	No.	Land acquisition program.
<u>LOUISIANA</u>		
Lafayette Regional		Land Use Plan.
<u>MAINE</u>	Revision of Maine statutes in process.	By individual municipality.
<u>MARYLAND</u>	Yes. Airport Noise Control Program	Yes.
<u>MASSACHUSETTS</u>	Abatement action plan.	MANSAG* and RI-SWPP*

* MANSAG - Massachusetts Airport Noise Study Advisory Group

* RI-SWPP - Rhode Island Statewide Planning Program

** State of Indiana controls use of land around airports (one mile from airport boundary and 1500 feet from runway centerlines).

<u>STATE/LOCAL</u>	<u>NOISE CONTROL (Laws, Ordinances)</u>	<u>LAND-USE CONTROLS</u>
<u>MICHIGAN</u>		Yes.
Battle Creek		Deed restrictions.
Dearborn		Airport study under way.
<u>MINNESOTA</u>	Yes.	Yes.
Rochester		Yes.
<u>MISSISSIPPI</u>		Joint Zoning Board.
<u>MONTANA</u>		Yes.
<u>NEBRASKA</u>		Local.
Lincoln	Noise survey by health dept.	Height restrictions. Easements by airport authority.
<u>NEW HAMPSHIRE</u>	Master Plan.	Local. Master Plan.
<u>NEW JERSEY</u>	No formal laws.	
Morristown	Curfew listed.	
<u>NEW MEXICO</u>	No state statutes.	Municipal and county, surface zoning; Dept. of Aviation and State Planning.
<u>NEW YORK</u>	1978 - no formal laws.	MPO * Master Plan.
Rochester		Airport Master Plan grant application.
<u>OHIO</u>		Land-use allocation model for 1990 by EDATA. *
Cleveland		Study by FAA in process.
Toledo		Citizen, capability study. Toledo Comprehensive Plan.
<u>OKLAHOMA</u>		Yes.
Lawton	City-wide study.	Land-Use Plan to 1995.

*MPO - Metropolitan Planning Organization

*EDATA - Eastgate Development & Transportation Agency

<u>STATE/LOCAL</u>	<u>NOISE CONTROL (Laws, Ordinances)</u>	<u>LAND-USE CONTROLS</u>
<u>OREGON</u>	Columbia Region Association of Governments undertaking energy plan for noise control.	Most local. Columbia Region Association of Governments.
Eugene		Master Plan.
<u>PENNSYLVANIA</u>		
Altoona		Land-Use Plan.
Hanover Township		Comprehensive Plan.
Johnstown		Land-Use Plan.
<u>RHODE ISLAND</u>		Local; 1990 Transportation Plan; State Land-Use Policies and Plans.
<u>SOUTH CAROLINA</u>		FAA.
<u>SOUTH DAKOTA</u>		
Sioux Falls	Voluntary restriction.	
<u>TENNESSEE</u>		
Alcoa		Yes.
Knoxville/Knox County		Airport Environmental Plan. Off-Airport Study.
Maryville		Yes.
<u>TEXAS</u>		
Austin		Updating comprehensive plan (1961). Airport Master Plan.
El Paso		Yes.
Harlingen		Two studies.
Lubbock		Comprehensive Plan.
Wichita Falls	AICUZ Study. *	* AICUZ; multi-modal transportation planning.

* AICUZ - Airport Installation Compatible Use Zone

<u>STATE/LOCAL</u>	<u>NOISE CONTROL (Laws, Ordinances)</u>	<u>LAND-USE CONTROLS</u>
<u>VERMONT</u>		
Burlington	"Good Neighbor" Policy.	
<u>VIRGINIA</u>		
	State Dept. of Health investigates environ- mental problems; informal public noise control program.	Land-Use Council; House Bill 1304.
<u>WASHINGTON</u>		
	No.	Hazards and obstructions.
Belleue		Eastside Airport Master Plan and Site Selection Study.
Bremerton		Draft report of recommended Airport System Plan. AICUZ. *
Everett		
Seattle		
Tacoma		
Renton		Airport Master Plan (1970). Airport Layout Plan (1973).
<u>WISCONSIN</u>		
		Local.
Oshkosh		Master Plan (1970).
Wittman Field		

SOURCES:

Office of Environmental Quality, Federal Aviation Administration, (1975-1977).

Bragdon, Clifford R. "Municipal Noise Ordinances - 1976," Sound and Vibration, December 1976, pp. 22-26.

Bragdon, Clifford R. "Environmental Noise Control Programs in the United States," Sound and Vibration, December 1977, pp. 12-16.

Replies from states and cities regarding the aircraft-related noise inquiries of Trans Systems Corporation.

*AICUZ - Airport Installation Compatible Use Zone

DRAFT

IDENTIFICATION OF CONSTRAINTS
ON MAJOR AIRLINE AIRPORTS
IN THE SOUTHERN CALIFORNIA REGION

WORKING PAPER NO. 1
FAA GRANT 04 - TASK 1.3
REGIONAL AIRPORT SYSTEM PLANNING PROGRAM
JULY 20, 1978

Prepared by
Southern California Association of Governments

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1.0 Introduction

There are a total of six existing and one proposed major airline airport presently shown in the 1977 SCAG Regional Transportation Plan (RTP).¹ The existing airports are Hollywood-Burbank, Long Beach Municipal, Los Angeles International, Ontario International, Orange County, and Palm Springs Municipal. Palmdale International Airport is the new major airline airport proposed to serve the projected air passenger demand.

Due to the rapid growth in the number of airline passengers, most airline airports in the SCAG Region have experienced increased activity. This increase in operational activity has caused various types of problems, such as noise disturbance to local communities, ground accessibility problems, pressure on the utilization of airspace and runway capacity, and an increased contribution to the air quality problem in the region. As a result of these problems, local governing bodies and policy groups have imposed a number of constraints on the use and development of these airline airports in the hope that the problems could be mitigated. These constraints include limiting the further development and expansion of airports, reducing the total number of aircraft operations, and restricting the fleet mix. However, these constraints also act to reduce the capacity of the regional airport system. At some point, there can be a shortfall of airport capacity to accommodate the forecast air passenger demand. As presently stated in the SCAG 1977 Regional Transportation Plan, there is a possibility that "one out of three persons desiring a trip by air carrier in 1995 will not be able to board an airplane."²

The purpose of this paper is to identify the sources and to understand the reasons for these restrictions and to judge their continued effect upon the future growth of air passenger service in this region, particularly as they may cause the consideration of additional major airline airports. This paper reviews the previous planning efforts of various agencies and provides an information source for other tasks in this work program.

2.0 Current Status Summary

2.1 Air Passenger Demand

The total number of air passenger trips in the region have increased more than two fold since 1965, and more than 40% since 1970 as shown in Table I. Los Angeles International Airport has been, and continues to be, the dominant air passenger service point in the region. Although its proportion of total air passenger traffic has declined from 93% in 1965 to 81% in 1977, it has absorbed 70% of all the passenger growth that occurred between 1970 and 1977. The constraints upon LAX and the other major airline airports acquire special significance when considered in the context of recent past and future growth.

Table I: Historical Statistic on Air Passenger Volumes at Major Airline Airports, Million Annual Passengers (MAP)³

Airport	1965	1970	1972	1975	1977
Los Angeles Int'l. (% of Total PAX)	12.58 (93%)	20.8 (85%)	22.1 (84%)	23.7 (82%)	28.4 (81%)
Hollywood-Burbank	0.5	1.3	1.5	1.62	1.99
Orange County	0.04	0.9	1.1	1.58	2.16
Ontario Int'l.	0.19	0.9	1.0	1.29	1.68
Long Beach Muni.	0.13	0.2	0.4	0.43	0.49
Palm Springs Muni.	0.12	0.3	0.3	0.35	0.51
TOTAL	13.56	24.4	26.4	28.97	35.23

2.2 Constraint Summary

Outlined below is a summary of constraints placed upon air carrier airports in the SCAG region. The constraints listed are described in the balance of this report and are documented in an appendix under separate cover.

AIRPORT	CONSTRAINT
<u>Hollywood-Burbank</u>	<ul style="list-style-type: none"> o Aircraft operations will be maintained at the existing level (243,150 annual operations). o Restrictions on late flights and engine runups. o No four-engine jet operations are permitted.

<u>Hollywood Burbank (cont.)</u>	<ul style="list-style-type: none"> o Future utilization of commercial aircraft should meet current federal noise standards.
<u>Los Angeles International</u>	<ul style="list-style-type: none"> o Airport is limited to 40 million annual passengers. o Noise abatement over-water approach required from midnight to 6:30 AM (curfew). o South runway required during curfew.
<u>Long Beach Municipal</u>	<ul style="list-style-type: none"> o Limited air carrier operations (6 flights/day—Monday through Thursday; 8 flights/day—Friday through Sunday.)
<u>Ontario International</u>	<ul style="list-style-type: none"> o All aircraft must arrive from the east and depart to the east between 10 PM and 7 AM. o Turbojet training flights are not permitted. o No turns permitted on departure until reaching the airport boundary.
<u>Orange County</u>	<ul style="list-style-type: none"> o Aircraft operations will be maintained at the existing level (639,644 annual operations). o Discourage operations by commercial or private aircraft in excess of 95,000 pounds gross weight. o No terminal leases to new air carriers shall be granted. o Opposed to any applications for new interstate airline routes.
<u>Palmdale International</u>	<ul style="list-style-type: none"> o No restrictions at the present time.
<u>Palm Springs Municipal</u>	<ul style="list-style-type: none"> o Aircraft operations are limited to 32 commercial operations/day. o No jet air carrier operations are permitted between 10 PM and 6 AM.

3.0 Los Angeles International Airport (LAX)

Los Angeles International Airport (LAX) served more than 28 million annual passengers (MAP) during 1977, and in the same year was ranked as the sixth busiest airport in the nation by the Federal Aviation Administration (FAA). The airport is located adjacent to the cities of El Segundo and Hawthorne to the south, Inglewood to the east and Los Angeles to the north.

Unconstrained, future development of LAX is difficult to implement due to various technical, political, economic and environmental considerations. Consequently, constraints to the development and operation of the airport were established to guide future planning. The most significant constraints are described below.

3.1 Land Use

LAX is located adjacent to high density residential areas to the north and east. Residential and industrial land uses predominate to the south of the airport while land to the west is open space. Land use around the airport will be studied to determine the most economically practical and politically feasible development of the airport.

3.2 Noise

Due to the incompatible land use around the airport, noise is the major and most frequently discussed issue. The noise affect from aircraft operations has become a major irritant to adjacent communities. This noise caused by aircraft approaching LAX exceeds the State of California Noise Standard and requires a variance from Section 5062 of the California Noise Standards.⁴ The L.A. Department of Airports has made every effort to solve the existing noise problem, and has employed several strategies to mitigate noise disturbance to nearby residents. These include:

- o Restrictions on the fleet mix
- o Restrictions on time-of-day operations, and
- o Restrictions on the aircraft operation patterns.

The fleet mix restrictions apply to supersonic transports (SSTs). The L.A. Department of Airports Resolution No. 9022 banned all supersonic aircraft operations at LAX unless the sound levels meet those required in Federal Aviation Regulations, Part 36.⁵ In addition to the fleet mix restriction, LAX also utilizes the preferential (south) runway and over water approach procedures between mid-night and 6:30 AM.⁶

The City of Inglewood has also become involved in the noise problem at LAX. The following programs are proposed in the Noise Element of the Inglewood General Plan with regard to LAX.⁷

- o Inglewood shall actively advocate changes to aircraft operations that will reduce aircraft noise to a manageable level. Inglewood will also cooperate with other cities to develop a joint plan for LAX noise abatement.
- o Inglewood shall actively advocate federal regulations for the control of aircraft noise.

o Inglewood shall take all legal means to recover noise damages from the airport for Inglewood residents.

3.3 Passenger Limitation

The development of LAX is limited by the Los Angeles City Council to serve 40 Million Annual Passengers.⁸ This limitation is contained in the Westchester, Playa Del Rey District Plan.

3.4 Accessibility

Ground access to LAX has been a serious problem in recent years. In a recent ground access study, SCAG identified LAX as an airport which will face severe congestion along most external roadways for a sustained period of time.⁹ This problem will serve as one of many restrictions to the further expansion and development of the airport until a solution is implemented. Double-decking of the internal roadway at LAX has been proposed in a recent ground access study commissioned by the L.A. Department of Airports.¹⁰ However, the proposal is designed to accommodate only the 40 Million Annual Passenger limitation.

3.5 Runway Capacity

Based on the 1977 operation record of 482,587 annual operations, the runway capacity at LAX is not a constraint. The existing runway could handle up to an estimated 920,000 operations per year.¹¹

4.0 Hollywood-Burbank Airport

Hollywood-Burbank Airport (HBA) served more than 1.9 Million Annual Passengers (MAP) and 243,150 annual aircraft operations in 1977. HBA is located at the eastern edge of the San Fernando Valley within the City of Burbank and City of Los Angeles. The ownership of the airport was transferred to the Hollywood-Burbank Airport Joint Powers Authority from the Lockheed Corporation on June 29, 1978. The Joint Powers Authority members include the cities of Burbank, Glendale and Pasadena.

As documented in the Hollywood-Burbank Airport Draft Environmental Impact Report, the HBA terminal area could serve 2.3 MAP if no restrictions are imposed on aircraft operations or airport development.¹² However, due to adjacent residential and light industrial land uses, HBA is subject to the developmental constraints described below.

4.1 Land Use

All land adjacent to HBA is fully developed. As of December, 1975, Burbank City Council Resolution 17390 restricts airport development to its present property.¹³

4.2 Noise

Pursuant to the California Noise Standards (Section 5050), the Los Angeles County Board of Supervisors determined that a noise problem existed at Hollywood-Burbank Airport.¹⁴ The airport operator was notified of the Board's findings in March, 1973, and was instructed to implement a noise monitoring program. The airport is currently operating under its second noise variance from the California Noise Standard (Appendix, Section A).¹⁵

In response to the noise problem at HBA, the Burbank City Council adopted Resolution No. 17390 which details several noise constraints (Appendix, Section A).¹⁶

- o A night curfew on all departures and arrivals of private and commercial jet carriers was imposed.
- o The consolidation of under-utilized, competing scheduled flights by air carriers operating from HBA was required.
- o Future utilization by commercial air carriers of aircraft which meet current federal noise standards will be required.
- o The retrofitting of existing commercial jet aircraft with sound absorbent materials so as to meet current noise standards is required.
- o The Resolution restricts air carriers to the present level of air operations unless additional operations will not increase existing noise exposure levels.
- o Air carriers must adhere to a noise abatement plan designed to reduce noise exposure levels.⁶

4.3 Passenger Limitation

Burbank City Council Resolution No. 17390 restricts passenger volumes to the existing level (1.9 MAP) unless an increase is environmentally acceptable and will not increase existing noise exposure levels. (Appendix, Section A).¹⁷

4.4 Accessibility

Ground access to HBA does not pose as a constraint to the further development of the airport. However, the capacity of public parking at the airport is limited to the existing airport parking lots. The maximum parking capacity is estimated to be 2.3 MAP (HBA Environmental Impact Report).¹⁸

4.5 Runway Capacity

The Hollywood-Burbank Environmental Impact Report indicates that the airport runways could handle 236,000 annual operations.¹⁹ However, the number of operations in 1977 exceeded the capacity by 7,150. Of the 243,150 operations recorded in 1977, 42,308 were conducted by air carrier aircraft, 198,411 by general aviation aircraft and 2,431 by military aircraft.

5.0 Long Beach Municipal Airport

Long Beach Municipal Airport (LGB) served almost one-half million passengers and 550,000 aircraft operations in 1977. In that same year, it was ranked as the fourth busiest airport in the nation by the Federal Aviation Administration (FAA). The airport is bordered by residential areas of the cities of Lakewood and Signal Hill.

As with most airports utilized by air carriers, LGB is constrained in a number of areas as described below.

5.1 Land Use

LGB is located adjacent to industrial and open space recreational areas to the north and residential areas to the south along approach and departure paths. Noise complaints from residents near the airport have led to land use constraints imposed by the Long Beach City Council. In March, 1977, the Council issued policy statements regarding LGB development (Appendix, Section B).²⁰ Policies related to land use are listed below.

- o It shall be the policy of the City Council to plan now for the complete development of all available airport properties.
- o It shall be the policy of the City Council to encourage the discontinuance of non-compatible military use of airport property at the earliest possible time.
- o It shall be the policy of the City Council to restrict development of airport properties with direct runway access to business activities providing aviation-related services and products.
- o It is the policy of the City Council that land designated for use by commercial airlines and related activities be adequate to sustain only that level of flight activity permissible under present restrictions to flight operations. Commercial operations are currently limited to six flights/day Monday through Thursday, and eight flights/day Friday through Sunday.

5.2 Noise

Many negative comments about aircraft noise at LGB were recorded during the 1972 and 1973 public hearings for the draft Southern California Regional Airport System Study.²¹ Opposition to the expansion of LGB were related to aircraft noise caused by departing aircraft, engine run-ups, and test operations at the airport.

In response to noise complaints about LGB, the Long Beach City Council imposed restrictions on the number of air-carrier operations at the airport. The number of airline operations is restricted to six flights per day during weekdays, and eight flights per day on weekends and holidays.²² This operational constraint restricts the number of passengers served at LGB and acts as a barrier to expansion of air carrier facilities at the airport.

5.3 Passenger Limitation

Based on the City Council policy regarding aircraft noise abatement, the maximum number of annual passengers will not exceed the present level of one-half million. 23

5.4 Accessibility

As a consequence of the limitation on air passengers served at LGB, ground access is not a problem at the airport. 24

5.5 Runway Capacity

The runway capacity at LGB is approximately 500,000 annual operations. LGB operations exceeded the estimated capacity by 50,000 operations in 1977. Of the 550,000 operations recorded in 1977, 22,000 were conducted by air carrier aircraft, 5,500 by military aircraft and 522,500 by general aviation aircraft. 25

6.0 Ontario International Airport

Ontario International Airport (ONT) served more than 1.6 million Annual Passengers (MAP) during 1977. It is considered to be the major airline airport to serve air passengers from the San Gabriel Valley area. Forecasts in the 1977 Regional Transportation Plan indicate that ONT will need to serve four to six MAP by 1985 and 14 to 20 MAP by 1995.²⁵ The capacity of ONT to handle additional passengers and air operations will be enhanced by the scheduled construction of a new runway which can accommodate wide-body aircraft. At present, the runway configuration at ONT cannot handle wide-body aircraft on a regular basis.

Ontario International Airport has fewer constraints than most air-carrier airports in the region, but it is restricted in some areas as described below.

6.1 Land Use

Land use constraints at Ontario International Airport have not been documented. Relevant information will be included in the final report.

6.2 Noise

Land use characteristics around Ontario International Airport provide both positive and negative aircraft noise affects. Open, agricultural land to the east of ONT allows unrestricted approaches and departures in that direction. Agricultural, light industrial and low density residential land uses located two miles to the north and south of ONT provide a noise buffer zone. However, a high density residential area immediately adjacent to ONT is located to the west in the City of Ontario, and is directly under the prevailing ONT departure path. Other residential housing units have been constructed over the past several years in the City of Chino, approximately two miles to the south of ONT. The latter two areas generated a number of noise complaints against ONT, as documented in the ONT Draft Environmental Impact Report.²⁷

In addition to the noise complaints mentioned above, other governmental jurisdictions have become involved in the noise problem at ONT. At present, Ontario International Airport is in violation of the State of California Noise Standards (Section 5062), and is operating under a variance granted by the State (Appendix, Section D).²⁸ Furthermore, city councils in Montclair and Fontana have approved resolutions opposing any further expansion of ONT (Appendix, Section D).²⁹

In response to complaints by individuals and governmental jurisdictions, the following noise abatement procedures have been implemented at Ontario Airport.³⁰

- o Between 10:00 PM and 7:00 AM, all arrivals must approach from the east, and all departures must take-off to the east (over open agricultural land).
- o No turbojet training flights are permitted, and
- o No turns are permitted on departure until reaching the airport boundary. ¹⁰

6.3 Passenger Limitations

There are no passenger service limitations imposed on ONT at the present time. Runway improvements should actually increase the number of passengers served, as forecast in the 1977 Regional Transportation Plan.

6.4 Accessibility

Although there is a planned increase in the number of air passengers to be accommodated at ONT, the ground access facilities are estimated to be adequate. ³¹

6.5 Runway Capacity

The runway capacity at ONT is estimated to accommodate a maximum of 306,000 aircraft operations per year, assuming the new runway and no touch and go operations permitted. ³² Of these operations, 30% would be conducted by commercial aircraft, 61% by general aviation aircraft, and 9% by military aircraft. The estimated maximum capacity of 306,000 air operations per year is well above the 1977 total of 162,530 actual annual air operations.

7.0 Orange County Airport

Orange County Airport (SNA) served 2.15 Million Annual Passengers (MAP) in 1977. It was ranked as the second busiest airport in the entire nation by the Federal Aviation Administration (FAA) in 1977, with a total of 627,199 annual air operations. SNA is located adjacent to residential areas in the cities of Costa Mesa, Irvine, Newport Beach, and Santa Ana. The airport provides air transportation services for most of Orange County, the southwestern area of Riverside County, and the northwestern sector of San Diego County. All cities adjacent to the SNA airport are opposed to any further expansion of air carrier services or airport development.³³ These problems have led to a number of restrictions, listed below.

7.1 Land Use

Land around Orange County Airport is used primarily for residential and light industrial units. While residential areas are not located directly adjacent to the airport, they are under segments of the flight pattern. Air carrier facility improvements and additional air-carrier terminal leases are restricted as a result of the noise problem (Appendix, Section E).³⁴

7.2 Noise

Orange County Airport (SNA) is subject to serious noise complaints from local citizens groups and local governments. The principal problem is related to aircraft operations from SNA which exceed the State of California Noise Standard. The airport operates under a noise variance granted by the State, but local opposition remains. The city councils of Newport Beach, Costa Mesa, Laguna Beach, Santa Ana and Irvine have passed resolutions opposing any further expansion of commercial jet service from SNA (Appendix, Section E). In response to the noise complaints, the Orange County Board of Supervisors placed noise restrictions on SNA. These constraints were established in resolution numbers, 70-96, 71-1415, and 74-537 and are summarized below (Appendix, Section).³⁵

- o Night jet operations are not permitted between the hours of 11:00 PM and 7:00 AM.
- o New route applications for inter-state service from SNA are prohibited.
- o No facility improvements will be approved, except those necessary to maintain the present level of service.
- o No commercial or private aircraft with a gross weight in excess of 95,000 pounds shall be permitted to use the airport.
- o No terminal leases to new air-carriers shall be granted.
- o SNA should meet the State of California Noise Standard required for the year 1985.

7.3 Passenger Limitations

There are no specific constraints on the number of passengers served at Orange County Airport. However, other restrictions effectively limit the passenger volume to its present level of 2.1 MAP. Under terms of current leases, Air California is limited to 24.6 scheduled daily departures and Hughes Airwest is limited to 13.7. Furthermore, the 95,000 pound gross weight limit prevents introduction of larger airliners which could accommodate more passengers (Appendix, Section E). 36

7.4 Accessibility

Assuming that SNA is restricted to its present level of air carrier operations and present passenger volumes, the capacity of airport's internal roadway system is adequate to handle current and projected traffic volumes. 37 However, the external roadway will encounter congestion problems after 1980 due to the increase in commercial and industrial activities in the vicinity of the airport.

7.5 Runway Capacity

The runway capacity for Orange County Airport is not documented. Of the 639,624 operations recorded in 1977, 4% were conducted by air carrier aircraft, 1% by military aircraft and 95% by general aviation aircraft.

8.0 Palm Springs Municipal Airport

Palm Springs Municipal Airport (PSP) served over one-half million annual passengers and accommodated 95,800 aircraft operations in 1977. Most of these operations are seasonal, with the greatest number occurring during the winter months. PSP is located within the City of Palm Springs and is surrounded by scattered residential and commercial development. PSP is the primary passenger service airport for the Coachella Valley.

8.1 Land Use

There are no land use constraints imposed on PSP. The low density residential and commercial areas near the airport do not pose a problem. In addition, there are no constraints on development of open land within the airport perimeter.

8.2 Noise

The primary constraint that may restrict further development of PSP is jet aircraft noise. Since Palm Springs is dedicated primarily to resort activities, jet noise is a sensitive issue. The City of Palm Springs has adopted the following strategies to mitigate the jet noise problem.³⁸

- o The number of commercial jet operations is restricted to 32 commercial operations per day.
- o Commercial jet operations are prohibited between 10:00 PM and 7:00 AM.
- o Runway construction is limited without first preparing an EIR and fully analyzing noise impacts.

8.3 Passenger Limitations

There is no specific passenger volume constraint imposed by the City Council.

8.4 Accessibility

The ground access system at PSP will be adequate through 1980. However, by 1980 the PSP parking facility will reach its capacity.³⁹

8.5 Runway Capacity

Data regarding runway capacity at PSP are not available. Engineering analysis of the runway capacity has not yet been conducted.

9.0 Joint-Use of Military Airports

Civilian joint-use of several military airports has been proposed at various times in the past as a means to handle future air passenger demand. Military airfields which have been or might be considered are El Toro Marine Air Base, March Air Force Base, Norton Air Force Base and Point Magu Naval Air Station. In addition, a joint-use agreement was negotiated for civilian use of the Air Force Plant 42 airport located at Palmdale. Consideration has also been given to purchase of military property at Camp Pendleton Marine Base for use as a commercial airport.

Documentation of joint-use proposals and civilian and military response to them is sketchy. Public hearings held for a draft regional airport system plan in 1972 indicate opposition by citizens' groups to joint-use of El Toro, opposition of two local governments to joint-use of Point Magu. (Appendix, Section F).⁴⁰ Staff is presently searching for other documentation which will appear in the final report. Information about previous joint-use proposals is solicited from anyone reading this draft. Please call Mr. Tim Merwin at SCAG (213) 385-1000.

10.0 Air Quality

Old forecasts now being updated indicate that emissions from aircraft will more than double by 1990 when compared to emissions of other off-road vehicles. The relative increase in aircraft emissions will bring greater focus on the location and operation of future airport facilities, and will be an important consideration in the Regional Airport System Planning Program.

A discussion of air quality and relevant data will be presented in the final copy of this report. Air quality is mentioned in this draft because it will be an important consideration in the selection of any new air carrier airport location.

11.0 Outlook for Change

The principal reason for constraints on airport development for the major airline airports described in this paper is aircraft noise. The potential for noise relief exists in the future as new technology engines enter the fleet. A more detailed discussion of noise reduction will occur in the Aviation Technology task in the aviation work program. Whether such improvements will be translated into relaxation of the present constraints is not clear at this time.

Ground access and parking are also identified as restrictions in the immediate terminal areas. While access improvements are now underway to remove some of these restrictions, others may not be achieved or may require other transit system decisions.

Air quality, while not specifically identified as a direct cause for restriction, is a major issue in the Region's Air Quality Maintenance Plan. Because of this, airport operations are likely, in the future, to reflect the constraints placed upon all urban activities in an attempt to achieve air quality standards.

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29. (a) City of Montclair, Montclair City Council Resolution #944, May 1973.
(b) City of Fontana, Fontana City Council Regulation #73-83, June 1973.
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32. Federal Aviation Administration. Draft Environmental Impact Statement for Ontario International Airport Development Program. October 1976. Volume I, p. II-3.
33. Southern California Association of Governments. SCAG Regional Airport System Plan Implementation and Environs Land Use Planning Status, Draft, May 1978.
34. County of Orange, Orange County Board of Supervisors Resolution #74-537. April 16, 1974.
35. Ibid and Resolution #70-96, 71-1415.
36. County of Orange. Orange County Board of Supervisors Resolution #70-96. January 1970.
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APPENDIX B

ENVIRONMENTAL DATA BANK

(RIS: EQ 1050-2)

Region _____

Airport _____

LOCID _____

UNDER EACH PART, PLEASE CIRCLE THE APPROPRIATE RESPONSE LETTER(S) OR NUMBER(S)

PART 1 STATE STATUTES

- A. Noise Control (airport/aircraft related)
- B. Airport Land Use Control
- C. Emissions Control (airport/aircraft related)
- D. Other Environmental Protection (airport/aircraft related)

PART 2 LOCAL GOVERNMENT ACTIONS

- A. Noise Regulations (airport/aircraft related)
- B. Land Use Control (noise related)
 - 1. Zoning
 - 2. Building Codes (noise related)

If a building code requires soundproofing of buildings in airport vicinity please indicate below:

- a) Schools
- b) Hospitals, nursing homes or similar facilities
- c) Houses or apartment buildings
- d) Office buildings

e) Other

C. Soundproofing Programs

- 1. By schools
- 2. By hospitals, nursing homes, or similar facilities
- 3. By homes, apartment buildings
- 4. Office buildings
- 5. Other

For any of these, if government financial assistance is provided, please indicate which below:

- a) Federal
- b) State

D. Airport Actions for Environmental Protection

- 0. Land acquisition

If financial aid is provided please indicate which type below:

- a) Federal assistance
- b) State assistance

1. Easements on property surrounding airport

If financial aid is provided please indicate which type below:

- a) Federal assistance
- b) State assistance
- 2. Noise tax or fee
- 3. Peak pricing
- 4. Utility expenditures/limitations
- 5. Suppressing equipment
- 6. Physical barriers, landscaping (noise related)
- 7. New or extended runways (noise related)
- 8. Noise monitoring system
- 9. Air pollution monitoring system

PART 3 NOISE CONTROL ACTIVITIES

- A. Continuing Noise Committee at Local Level
- B. Airport Noise Control and Land Use Compatibility Plan Completed

- 1. Noise control only

- 2. Land use compatibility only

- C. Airport Noise Control and Land Use Compatibility Plan Proposed or Underway

- D. Interest in Participating in a Noise Control and Land Use Compatibility Plan

- E. Have Reflected an Opportunity to Participate in a Noise Control and Land Use Compatibility Plan

- F. Other Noise Control Activities Dissimilar to Any of the Above

B-1

PART 4 LOCAL AIRPORT USE RESTRICTIONS

A. Aircraft Type or Weight Restrictions

0. All jet
1. Large air carrier type jet (75,000 lbs or over)
2. Business jet of any type
3. Multi-engine (piston, large)
4. Single-engine (piston, 1000 hp or over)
5. CAB certificated air carrier
6. 12,500 lbs gross weight (or over)
7. 30,000 lbs gross weight (or over)
8. Helicopter
9. Other aircraft dissimilar to any of the above

B. Curfew (if applicable, please specify which period most closely matches)

1. Time
 - a. 2200 - 0600
 - b. 2200 - 0700
 - c. 2200 - 0800
 - d. 2300 - 0600
 - e. 2300 - 0700
 - f. 2300 - 0800
 - g. 2400 - 0600
 - h. 2400 - 0700
 - i. 2400 - 0800
 - j. Other period(s) dissimilar to any of the above

Please indicate below the type of aircraft affected by the curfews:

2. Aircraft Affected

- a. Jet aircraft only
- b. All aircraft
- c. Other

C. Non-FAR 36 Restrictions

1. Exceptions (if applicable, please specify below)
 - (a) Ceasna citation
 - (b) Other certain specified aircraft with "low" noise level

D. Ground Operation Restrictions

1. Location of engine runup maintenance
2. Time of engine runup maintenance
3. Preferential taxiways
4. Taxiing thrust restriction
5. Towing requirement
6. Other restrictions dissimilar to any of the above

E. Total Number of Operations Limitations for Noise Abatement Purposes

1. Year limits
2. Month limits
3. Day limits
4. Hour limits

PART 5 FLIGHT OPERATIONS - NOISE ABATEMENT PROCEDURES

- A. Reduced Thrust Approach
 - 1. Steeper angle glide slope
 - 2. Reduced flaps
 - 3. Minimum flaps
 - 4. Decelerating
 - 5. Profile descent program
 - 6. Other
- B. Glide Slope Intercept Altitude
- C. Preferential Operations
 - 1. Runways
 - 2. Approach tracks
 - 3. Departure tracks
- D. Rotational Runway System
- E. Maximum (safe) Climb on Takeoff
- F. Takeoff Thrust Reduction
- G. Reverse Thrust Reduction
- H. Displaced Thresholds (noise related)
 - 1. For takeoffs
 - 2. For landings
- I. Flight Training Restrictions
 - 1. Touch and go operations
 - 2. Time period restriction
 - 3. Day(s) of week restriction
- J. Other Procedures or Restrictions Dissimilar to Any of the Above

PART 6 SPECIAL NOISE SENSITIVE AREAS NEAR AIRPORT

- A. Schools
- B. Hospitals, Nursing Homes or Similar Facilities
- C. Residential Areas
- D. Historic Sites, National Park or Forest
- E. Religious Structures or Sites
- F. Concert Hall(s) or Public Gathering Place(s)
- G. Recreation Facilities
- H. Hotels, Motels, Resorts
- I. Other Areas Dissimilar to Any of the Above

PART 7 NUMBER OF NOISE COMPLAINTS RECEIVED ANNUALLY (approx.)

- A. Less than 5
- B. 5 - 10
- C. 10 - 25
- D. 25 - 50
- E. 50 - 100
- F. 100 - 200
- G. Over 200

PART 8 IS AIRPORT LOCATED IN AN AIR QUALITY MAINTENANCE AREA?

- A. Yes
- B. No

DECODE LISTING

AUSERESC 01A	STATE NOISE CONTROL STATUTE (AIRCRAFT RELATED)
AUSERESC 01B	STATE AIRPORT LAND USE CONTROL STATUTES
AUSERESC 01C	STATE AIRPORT EMISSIONS CONTROL STATUTES
AUSERESC 01D	OTHER STATE ENVIRONMENTAL PROTECTION STATUTES (AVIATION RELA
+TED)	
AUSERESC 02	LOCAL GOVERNMENT ACTIOnS
AUSERESC 02A	LOCAL AIRCRAFT NOISE CONTROL REGULATIONS
AUSERESC 02B	LOCAL NOISE RELATED LAND USE CONTROL
AUSERESC 02B1	LOCAL ZONING ORDINANCES (AIRPORT RELATED)
AUSERESC 02B2	LOCAL NOISE RELATED BUILDING CODES
AUSERESC 02B2A	LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF SCHOOLS IN AI
+RPORT VICINITY	
AUSERESC 02B2B	LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF HEALTH FACILI
+TIES IN AIRPORT VICINITY	
AUSERESC 02B2C	LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF HOUSES OR APA
+RTMENT BUILDINGS IN AIRPORT VICINITY	
AUSERESC 02B2D	LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF OFFICE BUILDI
+NGS IN AIRPORT VICINITY	
AUSERESC 02B2E	LOCAL BUILDING CODE REQUIRING SOUNDPROOFING OF OTHER BUILDIN
+G TYPES IN AIRPORT VICINITY	
AUSERESC 02C	LOCAL SOUNDPROOFING PROGRAMS
AUSERESC 02C1	SOUNDPROOFING PROGRAM BY SCHOOLS
AUSERESC 02C1A	FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY SCHOOLS
AUSERESC 02C1B	STATE ASSISTED SOUNDPROOFING PROGRAMS BY SCHOOLS
AUSERESC 02C2	SOUNDPROOFING PROGRAM BY HEALTH FACILITIES
AUSERESC 02C2A	FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY HEALTH FACILITY
+ES	
AUSERESC 02C2B	STATE ASSISTED SOUNDPROOFING PROGRAMS BY HOSPITALS /NURSING
+HOMES OR SIMILAR FACILITIES	
AUSERESC 02C3	SOUNDPROOFING PROGRAM BY HOUSES OR APARTMENT BUILDINGS
AUSERESC 02C3A	FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY HOUSES OR APAR
+TMENT BUILDINGS IN AIRPORT VICINITY	
AUSERESC 02C3B	STATE ASSISTED SOUNDPROOFING PROGRAMS BY HOUSES OR APARTMEN
+T BUILDINGS IN AIRPORT VICINITY	
AUSERESC 02C4	SOUNDPROOFING PROGRAM BY OFFICE BUILDINGS
AUSERESC 02C4A	FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY OFFICE BUILDIN
+GS IN AIRPORT VICINITY	
AUSERESC 02C4B	STATE ASSISTED SOUNDPROOFING PROGRAMS BY OFFICE BUILDINGS I
+N AIRPORT VICINITY	
AUSERESC 02C5	SOUNDPROOFING PROGRAMS BY OTHER BUILDING TYPES
AUSERESC 02C5A	FEDERALLY ASSISTED SOUNDPROOFING PROGRAMS BY OTHER BUILDING
+ TYPES IN AIRPORT VICINITY	
AUSERESC 02C5B	STATE ASSISTED SOUNDPROOFING PROGRAMS BY OTHER BUILDING TYP
+ES IN AIRPORT VICINITY	
AUSERESC 02D	AIRPORT ACTIONS FOR ENVIRONMENTAL PROTECTION
AUSERESC 02D0	AIRPORT LAND ACQUISITION FOR LAND USE COMPATIBILITY
AUSERESC 02D0A	FEDERALLY ASSISTED AIRPORT LAND ACQUISITION FOR LAND USE COM
+PATIBILITY	
AUSERESC 02D0B	STATE ASSISTED AIRPORT LAND ACQUISITION FOR LAND USE COMPATI
+BILITY	
AUSERESC 02D1	EASEMENTS ON PROPERTY SURROUNDING AIRPORT FOR NOISE PURPOSES
AUSERESC 02D1A	FEDERALLY ASSISTED EASEMENTS FOR NOISE PURPOSES
AUSERESC 02D1B	STATE ASSISTED EASEMENTS FOR NOISE PURPOSES
AUSERESC 02D2	AIRPORT NOISE TAX OR FEE
AUSERESC 02D3	PEAK PRICING
AUSERESC 02D4	UTILITY EXPENDITURES/LIMITATIONS
AUSERESC 02D5	AIRPORT EQUIPPED WITH NOISE SUPPRESSING EQUIPMENT
AUSERESC 02D6	NOISE RELATED PHYSICAL BARRIERS AND/OR LANDSCAPING
AUSERESC 02D7	NOISE RELATED NEW OR EXTENDED RUNWAYS
AUSERESC 02D8	AIRPORT EQUIPPED WITH NOISE MONITORING SYSTEM
AUSERESC 02D9	AIRPORT EQUIPPED WITH AIR POLLUTION MONITORING SYSTEM
AUSERESC 03	NOISE CONTROL ACTIVITIES
AUSERESC 03A	CONTINUING NOISE COMMITTEE AT LOCAL LEVEL
AUSERESC 03B	AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY PLAN COMPLE
+TED	

AUSERESC 3B1	AIRPORT NOISE CONTROL PLAN COMPLETED
AUSERESC 3B2	AIRPORT LAND USE COMPATIBILITY PLAN COMPLETED
AUSERESC 3C	AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY PLAN PROPOS
+ED OR UNDERWAY	
AUSERESC 3D	INTEREST IN PARTICIPATING IN A NOISE CONTROL AND LAND USE CO
+MPATIBILITY PLAN	
AUSERESC 3E	HAVE REJECTED AN OPPORTUNITY TO PARTICIPATE IN A NOISE CONTR
+OL AND LAND USE COMPATIBILITY PLAN	
AUSERESC 3F	OTHER NOISE CONTROL ACTIVITIES
AUSERESC 4	AIRPORT USE RESTRICTIONS
AUSERESC 4A	AIRPORT USE RESTRICTIONS BASED ON AIRCRAFT TYPE OR WEIGHT
AUSERESC 4A0	RESTRICTION ON ALL JETS
AUSERESC 4A1	RESTRICTION ON LARGE AIR CARRIER TYPE JETS (75000 LBS OR OVE
+R)	
AUSERESC 4A2	RESTRICTION ON BUSINESS JETS OF ANY TYPE
AUSERESC 4A3	RESTRICTION ON MULTI-ENGINE AIRCRAFT (PISTON LARGE)
AUSERESC 4A4	RESTRICTION ON SINGLE ENGINE AIRCRAFT (PISTON; 1000 HP OR OV
+ER)	
AUSERESC 4A5	RESTRICTION ON CAB CERTIFICATED AIR CARRIERS
AUSERESC 4A6	RESTRICTION ON 12500 LBS GROSS WEIGHT OR OVER
AUSERESC 4A7	RESTRICTION ON 30000 LBS GROSS WEIGHT OR OVER
AUSERESC 4A8	RESTRICTION ON HELICOPTERS
AUSERESC 4A9	RESTRICTION ON OTHER AIRCRAFT TYPES
AUSERESC 4B	CURFEW AT AIRPORT
AUSERESC 4B1	TIME OF CURFEW
AUSERESC 4B1A	CURFEW FROM 2200 TO 0600
AUSERESC 4B1B	CURFEW FROM 2200 TO 0700
AUSERESC 4B1C	CURFEW FROM 2200 TO 0800
AUSERESC 4B1D	CURFEW FROM 2300 TO 0600
AUSERESC 4B1E	CURFEW FROM 2300 TO 0700
AUSERESC 4B1F	CURFEW FROM 2300 TO 0800
AUSERESC 4B1G	CURFEW FROM 2400 TO 0600
AUSERESC 4B1H	CURFEW FROM 2400 TO 0700
AUSERESC 4B1I	CURFEW FROM 2400 TO 0800
AUSERESC 4B1J	CURFEW APPLYING TO OTHER TIME PERIOD
AUSERESC 4B2	AIRCRAFT AFFECTED BY CURFEW
AUSERESC 4B2A	JET AIRCRAFT ONLY AFFECTED BY CURFEW
AUSERESC 4B2B	ALL AIRCRAFT AFFECTED BY CURFEW
AUSERESC 4B2C	OTHER AIRCRAFT AFFECTED BY CURFEW
AUSERESC 4C	NON FAR 36 RESTRICTIONS
AUSERESC 4C1	EXCEPTIONS TO NON FAR 36 RESTRICTIONS
AUSERESC 4C1A	CESSNA CITATION EXCEPTED FROM FAR 36 RESTRICTIONS
AUSERESC 4C1B	OTHER SPECIFIED AIRCRAFT WITH LOW NOISE LEVELS EXCEPTED FROM
+PAR 36 RESTRICTIONS	
AUSERESC 4D	GROUND OPERATION RESTRICTIONS
AUSERESC 4D1	RESTRICTION ON LOCATION OF ENGINE RUNUP MAINTENANCE
AUSERESC 4D2	RESTRICTION ON TIME OF ENGINE RUNUP MAINTENANCE
AUSERESC 4D3	PREFERENTIAL TAXIWAYS USED
AUSERESC 4D4	TAXIING THRUST RESTRICTION
AUSERESC 4D5	AIRCRAFT TOWING REQUIREMENT
AUSERESC 4D6	OTHER GROUND OPERATION RESTRICTIONS
AUSERESC 4E	TOTAL NUMBER OF OPERATIONS LIMITATIONS FOR NOISE ABATEMENT
+PURPOSES	
AUSERESC 4E1	YEARLY OPERATIONS LIMITATIONS
AUSERESC 4E2	MONTHLY OPERATIONS LIMITATIONS
AUSERESC 4E3	DAILY OPERATIONS LIMITATIONS
AUSERESC 4E4	HOURLY OPERATIONS LIMITATIONS
AUSERESC 5	FLIGHT OPERATIONS / NOISE ABATEMENT PROCEDURES
AUSERESC 5A	NOISE ABATEMENT PROCEDURE: REDUCED THRUST APPROACH
AUSERESC 5A1	NOISE ABATEMENT PROCEDURE: STEEPER ANGLE GLIDE SLOPE
AUSERESC 5A2	NOISE ABATEMENT PROCEDURE: REDUCED FLAPS
AUSERESC 5A3	NOISE ABATEMENT PROCEDURE: MINIMUM FLAPS
AUSERESC 5A4	NOISE ABATEMENT PROCEDURE: DECELERATING
AUSERESC 5A5	NOISE ABATEMENT PROCEDURE: PROFILE DESCENT PROGRAM
AUSERESC 5A6	OTHER NOISE ABATEMENT PROCEDURES
AUSERESC 5B	GLIDE SLOPE INTERCEPT ALTITUDE FOR NOISE ABATEMENT PURPOSES
AUSERESC 5C	PREFERENTIAL OPERATIONS FOR NOISE ABATEMENT PURPOSES
AUSERESC 5C1	PREFERENTIAL RUNWAY USAGE FOR NOISE ABATEMENT PURPOSES
AUSERESC 5C2	PREFERENTIAL APPROACH TRACKS FOR NOISE ABATEMENT PURPOSES
AUSERESC 5C3	PREFERENTIAL DEPARTURE TRACKS FOR NOISE ABATEMENT PURPOSES
AUSERESC 5D	ROTATIONAL RUNWAY SYSTEM USED FOR NOISE ABATEMENT PURPOSES
AUSERESC 5E	MAXIMUM CLIMB ON TAKEOFF USED FOR NOISE ABATEMENT PURPOSES

AUSERESC 5F	TAKEOFF THRUST REDUCTION USED FOR NOISE ABATEMENT PURPOSES
AUSERESC 5G	REVERSE THRUST REDUCTION USED FOR NOISE ABATEMENT PURPOSES
AUSERESC 5H	THRESHOLDS DISPLACED FOR NOISE ABATEMENT PURPOSES
AUSERESC 5H1	TAKEOFF THRESHOLDS DISPLACED FOR NOISE ABATEMENT PURPOSES
AUSERESC 5H2	LANDING THRESHOLDS DISPLACED FOR NOISE ABATEMENT PURPOSES
AUSERESC 5I	FLIGHT TRAINING RESTRICTIONS
AUSERESC 5I1	RESTRICTION ON TOUCH AND GO OPERATIONS
AUSERESC 5I2	TIME PERIOD RESTRICTION ON FLIGHT TRAINING
AUSERESC 5I3	DAY OF WEEK RESTRICTION ON FLIGHT TRAINING
AUSERESC 5J	OTHER NOISE ABATEMENT PROCEDURES OR FLIGHT OPERATIONS RESTRICTIONS
AUSERESC 6	SPECIAL NOISE SENSITIVE AREAS NEAR AIRPORT
AUSERESC 6A	SCHOOLS LOCATED IN AIRPORT VICINITY
AUSERESC 6B	HOSPITALS / NURSING HOMES OR SIMILAR FACILITIES LOCATED IN AIRPORT VICINITY
AUSERESC 6C	RESIDENTIAL AREAS LOCATED IN AIRPORT VICINITY
AUSERESC 6D	HISTORIC SITES / NATIONAL PARK OR FOREST LOCATED IN AIRPORT VICINITY
AUSERESC 6E	RELIGIOUS STRUCTURES OR SITES LOCATED IN AIRPORT VICINITY
AUSERESC 6F	CONCERT HALL OR PUBLIC GATHERING PLACE LOCATED IN AIRPORT VICINITY
AUSERESC 6G	RECREATION FACILITIES LOCATED IN AIRPORT VICINITY
AUSERESC 6H	HOTELS / MOTELS OR RESORTS LOCATED IN AIRPORT VICINITY
AUSERESC 6I	OTHER NOISE SENSITIVE AREAS LOCATED IN AIRPORT VICINITY
AUSERESC 7	APPROXIMATE NUMBER OF NOISE COMPLAINTS RECEIVED ANNUALLY
AUSERESC 7A	LESS THAN 5 NOISE COMPLAINTS RECEIVED ANNUALLY
AUSERESC 7B	5 TO 10 NOISE COMPLAINTS RECEIVED ANNUALLY
AUSERESC 7C	10 TO 25 NOISE COMPLAINTS RECEIVED ANNUALLY
AUSERESC 7D	25 TO 50 NOISE COMPLAINTS RECEIVED ANNUALLY
AUSERESC 7E	50 TO 100 NOISE COMPLAINTS RECEIVED ANNUALLY
AUSERESC 7F	100 TO 200 NOISE COMPLAINTS RECEIVED ANNUALLY
AUSERESC 7G	OVER 200 NOISE COMPLAINTS RECEIVED ANNUALLY
AUSERESC 8	AIRPORTS LOCATED IN AN AIR QUALITY MAINTENANCE AREA
AUSERESC 8A	AIRPORT IS LOCATED IN AN AIR QUALITY MAINTENANCE AREA
AUSERESC 8B	AIRPORT IS NOT LOCATED IN AN AIR QUALITY MAINTENANCE AREA
AWEDD	