



McMinnville Municipal Airport

Fly Friendly Program

CENTURY WEST ENGINEERING

**City of McMinnville
McMinnville Municipal Airport
Fly Friendly Program Public Meeting**

March 24, 2016



McMinnville Municipal Airport

Fly Friendly Program

Meeting Agenda (6:00pm-7:00pm)

1. Introduction/Background (5 min)
2. Technical Presentation (30 min)
3. Question and Answer (25 min)
4. Meeting Wrap Up (7:00 pm)



McMinnville Municipal Airport

Fly Friendly Program

Introduction

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Project Manager

Joe Roshak, Century West Engineering

Senior Project Manager

Steven Alverson, ESA

National Airports Practice Director

Curt Cowley, FAA

Portland Flight Standards District Office (FSDO)

Rich Spofford, City of McMinnville

Engineering Services Manager



McMinnville Municipal Airport

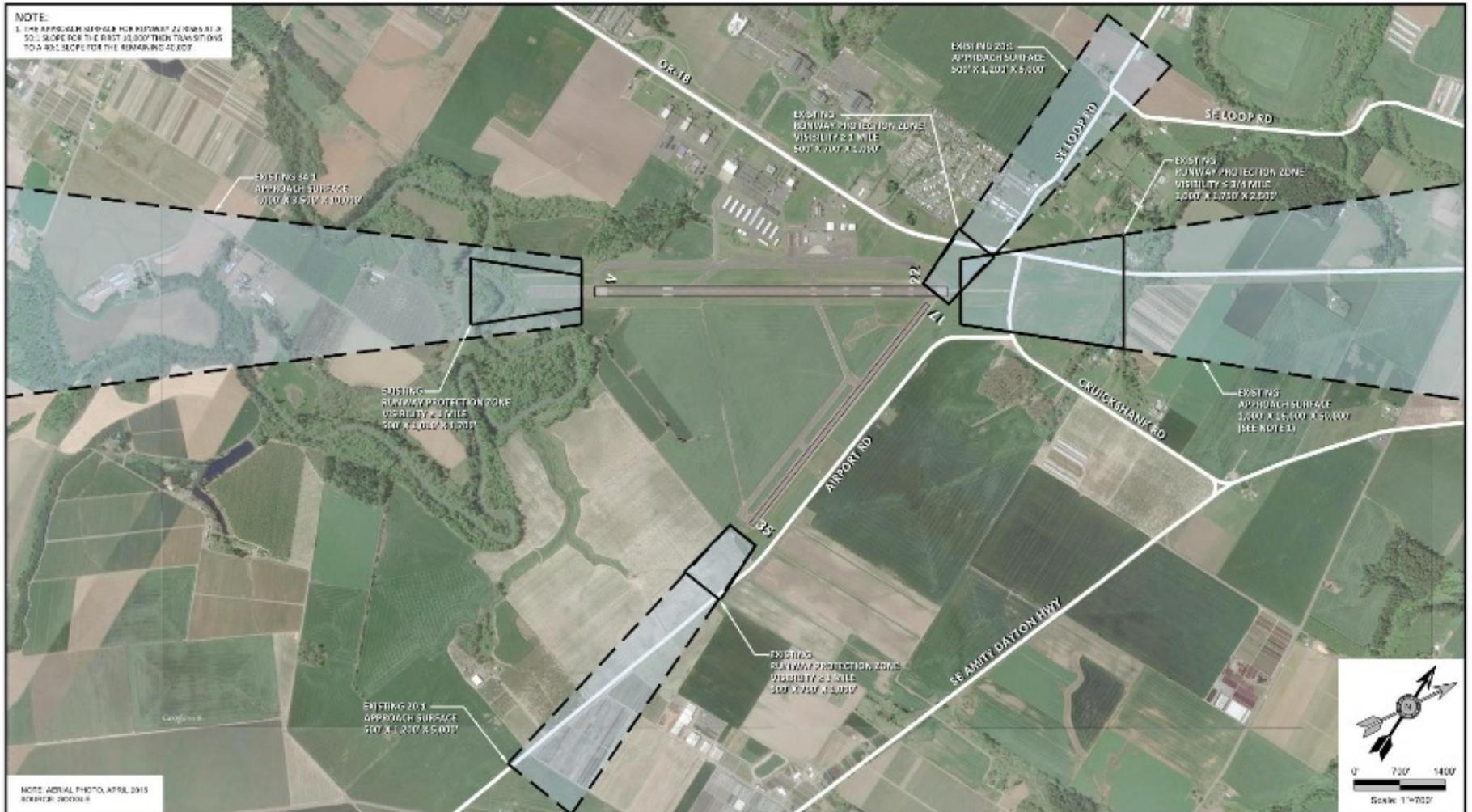
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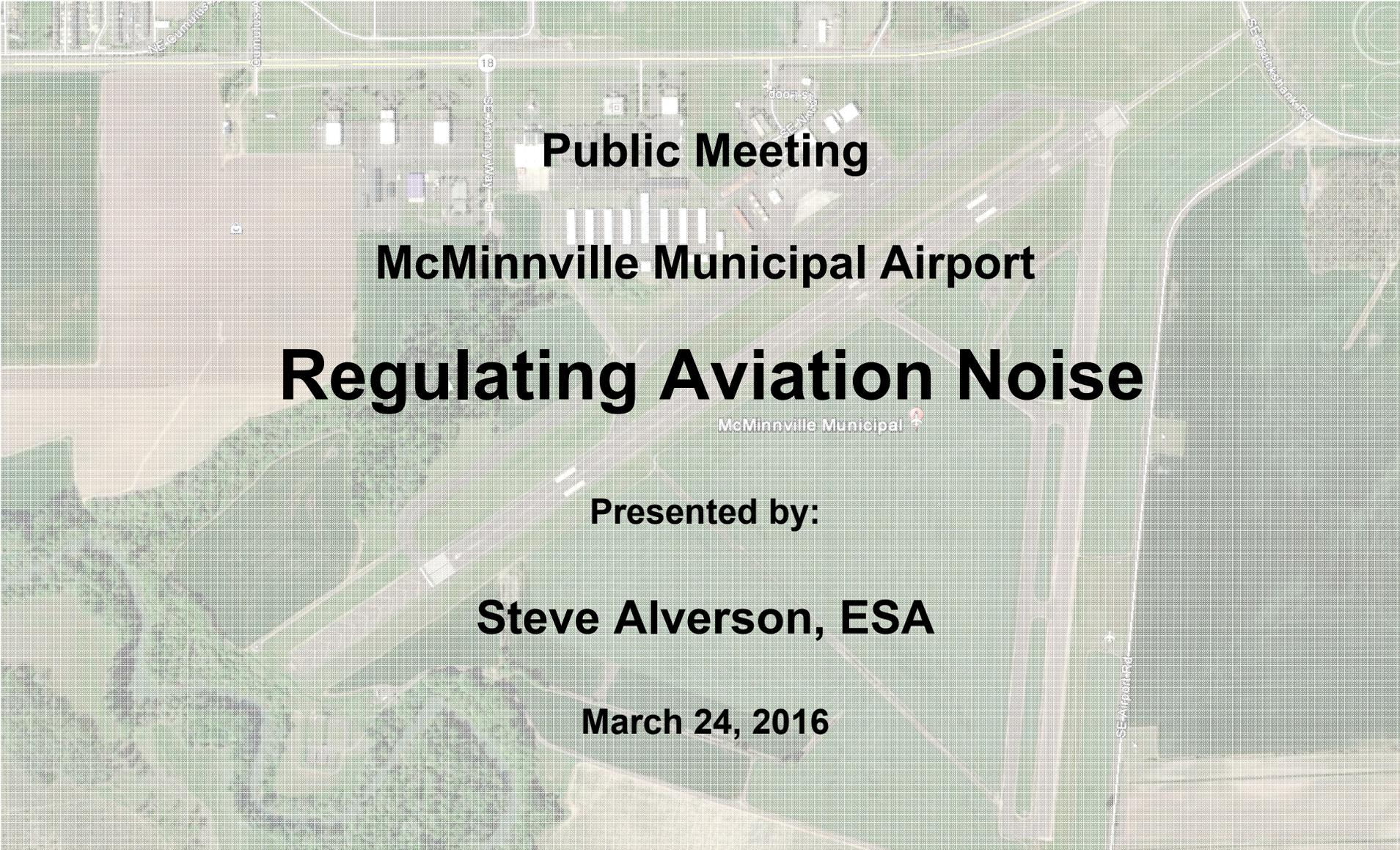
McMinnville Municipal Airport (MMV)

- Owned & operated by the City
- Eligible for FAA federal funding through National Plan of Integrated Airport Systems (NPIAS)
- Classified as a 'General Aviation' Airport
- Provides statewide connectivity & generates local economic benefits
- Airport users include:
 - Emergency Response
 - Commercial (Tourism, Flight Training)
 - Recreational
- Two Runways: 4-22 (Primary) & 17-35 (Cross Wind)



Fly Friendly Program



An aerial photograph of the McMinnville Municipal Airport, showing runways, taxiways, and surrounding green fields. The text is overlaid in the center of the image.

Public Meeting

McMinnville Municipal Airport

Regulating Aviation Noise

McMinnville Municipal

Presented by:

Steve Alverson, ESA

March 24, 2016



ESA is where
solutions and
service meet.

Presentation Outline

- Introduction
- Airport Noise Control – Roles and Responsibilities
- Federal, State, and Local Regulatory Framework
- Summary

Introduction

- Aircraft/Airport noise regulations and policies are not static
- Careful balance between federal, state, and local authority
- FAA sets many rules and controls funding
- State aviation departments promote thriving aviation systems
- Local governments have an important role to play through the regulation of land use

Roles and Responsibilities

- Roles and Responsibilities – Airport Noise Control
 - Federal Aviation Administration
 - Airport Proprietor
 - State Aviation Departments
 - Local Governments
 - Aircraft Operators
 - Others

Roles and Responsibilities

Federal Aviation Administration

- Sets noise level requirements for aircraft
- Provides funding for, and approval of, noise compatibility planning (when appropriate and/or when funds are available)
- Manages the air traffic control and airspace system

Roles and Responsibilities

Federal Aviation Administration

- Exclusive authority to certify aircraft and pilots
- Exclusive authority to control aircraft in the air and on runways/taxiways*

*Control of aircraft in flight is shared with the pilot-in-command

Roles and Responsibilities

Airport Proprietors

- Plan and implement actions designed to reduce the adverse effects of noise on residents of the surrounding area including:
 - Improvements in airport design
 - Noise abatement ground procedures
 - Land acquisition
 - Restrictions on airport use (reasonable, nonarbitrary and not unjustly discriminatory restrictions)

Roles and Responsibilities

State Governments

- Can
 - Promote compatible land use practices
 - Require real estate disclosure
 - Promote quiet flying
 - Levy fees to fund state aviation programs
- Cannot
 - Directly restrict aircraft operations or regulate “routes, rates or service” of air carriers
 - Tax airport passengers

Roles and Responsibilities

Local Governments

- Can
 - Promote compatible land use through zoning
 - Prohibit incompatible land uses
 - Require real estate disclosure
 - Include current noise data in municipal code
- Cannot
 - Directly restrict aircraft operations or regulate “routes, rates or service” of air carriers
 - Tax airport passengers

Roles and Responsibilities

Aircraft Operators

- Fly quieter aircraft

- Fly responsibly
 - Safety first and foremost
 - Use industry recommended noise abatement procedures
 - Use preferred noise abatement runways
 - Follow airport's published noise abatement procedures
 - Follow noise abatement flight tracks

Roles and Responsibilities

Others

- Pilot in command has sole responsibility for the safe operation of his or her aircraft
- Aviation system users pay for the entire aviation system including the adverse impacts of noise
- Users finance the cost of noise-reducing measures such as:
 - New quieter aircraft
 - Research and development into noise reducing technologies
 - Planning and land use compatibility studies
 - Land acquisition, sound insulation, ground run-up enclosures

Roles and Responsibilities

Others

- Prospective residents should become informed about aircraft noise impacts and should act accordingly

Regulatory Framework

- Federal law sets aircraft noise standards, prescribes operating rules, establishes the compatibility planning process, and limits airport proprietor's ability to restrict aircraft operations
- State law sets forth compatibility planning guidelines and noise standards, but aircraft in flight are exempt

Regulatory Framework

- Local noise ordinances set local noise standards and provide for compatible land use planning, but aircraft in flight are exempt

FEDERAL LAW PREEMPTS STATE AND LOCAL REGULATIONS

Federal Aviation Noise Regulations

- FAR Part 36 and FAR Part 91
- U.S. Department of Transportation Aviation Noise Abatement Policy (1976)
- Aviation Safety and Noise Abatement Act of 1979
- FAR Part 150 (14 CFR Part 150)
- Airport Noise and Capacity Act of 1990 and FAR Part 161
- FAA Orders 5050.4B and 1050.1F
- FAA Order 5100.38D
- Advisory Circular 150/5020-1

FAR Part 36 – Noise Standards: Aircraft Type and Airworthiness Certification

- Adopted in 1969 in response to the Federal Aviation Act adopted by Congress in 1968
- Prescribes noise standards for issuance of new aircraft type certifications
- Amended in 1973 in response to the Noise Control Act of 1972
- Amended again in 1977 and 2003
- Aircraft may be certified as Stage 1, Stage 2, Stage 3 or Stage 4 based on their noise level, weight, number of engines, and in some cases – number of passengers

FAR Part 91 – General Operating and Flight Rules

- Addresses the operation of aircraft in flight
- Establishes airspace classifications
- Establishes operating conditions (IFR, VFR, etc.)
- Addresses the operation of supersonic aircraft within the United States
- Amended in 1990 to address the phase-out of large Stage 2 aircraft

U.S. Department of Transportation Aviation Noise Abatement Policy (1976)

- Set forth noise abatement authorities and responsibilities of the federal government, airport proprietors, state and local governments, air carriers, air travelers and shippers, and airport area residents and prospective residents
- FAA's primary role is regulating noise at its source (the aircraft), plus supporting local efforts to develop noise abatement plans
- Role of state and local governments, along with airport proprietors, to undertake land use and operational actions to promote compatibility

Aviation Safety and Noise Abatement Act of 1979

- Further strengthened FAA's supporting role in noise compatibility planning
- Stated purpose "To provide assistance to airport operators to prepare and carry out noise compatibility programs."
- Established funding for noise compatibility planning
- Sets requirements by which airport operators can apply for funding
- Does not require any airport to develop a noise compatibility program

FAR Part 150 – Airport Noise Compatibility Planning

- Adopted FAA regulations for implementing the Aviation Safety and Noise Abatement Act of 1979
- Published noise and land use compatibility charts to be used for land use planning with respect to aircraft noise
- Residential land use deemed acceptable for noise exposure up to 65 dB DNL
- Allows airport sponsors to access federal funds for noise mitigation programs

Airport Noise and Capacity Act of 1990 (ANCA)

- Established a method to review aircraft noise, airport use, or access restrictions imposed by airport proprietors
- Instituted a program to phase-out Stage 2 aircraft over 75,000 lbs. by December 31, 1999
- No phase-out of Stage 2 aircraft under 75,000 lbs.
 - The FAA Modernization and Reform Act of 2012 instituted a phase-out of Stage 1 and Stage 2 aircraft under 75,000 lbs. by January 1, 2016

Airport Noise and Capacity Act of 1990 (ANCA)

- Applies to all local noise restrictions that are proposed after October 1990
- Grandfathered all aircraft noise and access restrictions that existed prior to November 1990
- Established a process for proposed aircraft noise and access restrictions (FAR Part 161)

FAR Part 161 – Notice and Approval of Airport Noise and Access Restrictions

- Defines the requirements for enacting noise and access restrictions on Stage 2 and Stage 3 aircraft greater than 75,000 lbs.
- Severely limits an airport proprietor's ability to enact restrictions on aircraft operations
- Encourages voluntary agreements to control aircraft noise
- Airport proprietor imposed restrictions must be considered a last resort when all other efforts have failed to eliminate the incompatible land uses

FAA Orders 5050.4B and 1050.1F

- Guidelines developed by the FAA pertaining to environmental analysis under the National Environmental Policy Act (NEPA)
- FAA Order 1050.1F provides overall NEPA guidance for all FAA divisions
- FAA Order 5050.4B provides guidance to the Airports Division of the FAA which oversees the review of airport development projects
- The FAA's 1050.1F Desk Reference provides additional information regarding compliance with NEPA and special purpose laws

FAA Order 5100.38D – AIP Handbook

- Provides guidance and requirements for FAA funding of noise-related projects:
 - Noise and land use planning studies, sound insulation, noise barriers, ground run-up enclosures, mitigation measures, noise monitoring systems, land acquisition
- Defines solicitation and selection process
- Identifies performance standards for project funding

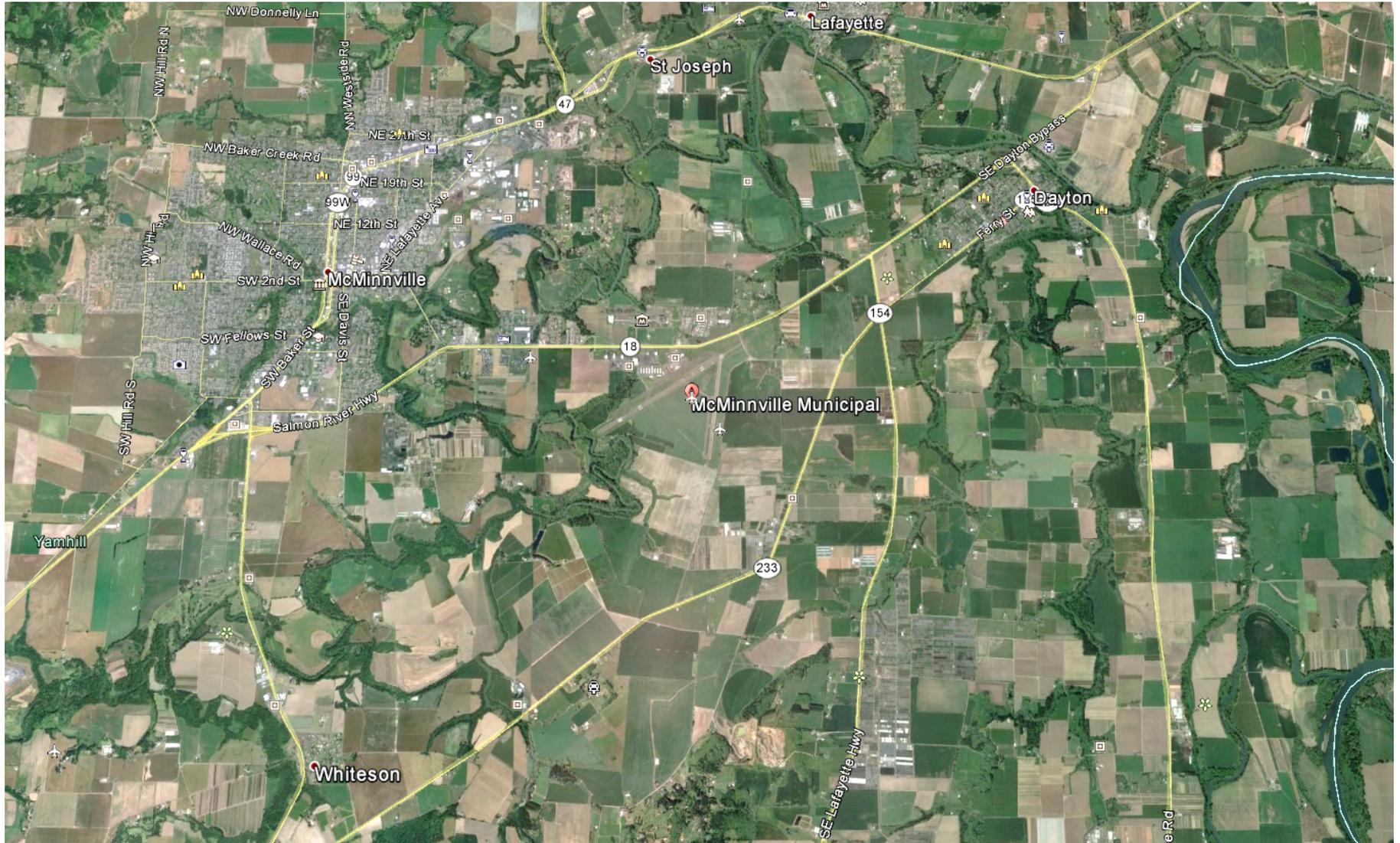
Advisory Circular 150/5020-1, Noise Control and Compatibility Planning for Airports

- Provides general guidance for noise control and compatibility planning for airports
- Provides specific guidance for preparation of airport noise exposure maps and airport noise compatibility programs in accordance with 14 CFR Part 150
- The FAA is currently in the process of updating the Advisory Circular which was issued in 1983

Summary

- Introduction
- Airport Noise Control – Roles and Responsibilities
- Federal, State, and Local Regulatory Framework
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Questions?





Source: Google Maps, March 21, 2016