



AIRPORT COMMUNITY ROUNDTABLE

ONBOARDING SESSION – ANCA & PART 150

March 9th, 2021

ANCA

- Airport Noise and Capacity Act, written into law in 1990
- Two primary measures:
 - Sets timeline for phasing out of Stage II engines
 - Removes access control from Airport operators

Part 161 – Access Restrictions

- Prior to ANCA, Airports could set access restrictions without oversight from FAA
- These usually included curfews, acceptable noise levels, and restrictions of certain types of aircraft
- After ANCA was passed, the FAA had sole control over access
 - Part 161 could be filed to restrict access

Part 161 - Access Restrictions

In order for a Part 161 process to be approved, the following six criteria must be met:

- The proposed restriction is non-discriminatory
- The restriction does not create an undue burden on commerce
- The restriction maintains safe and efficient use of airspace
- The restriction does not conflict with existing regulation
- The applicant has provided opportunity for public comment
- The restriction does not create a burden on national aviation system

To date, no Airport has successfully filed a Part 161.



Measurement of Sound

- Aviation noise is measured on the DNL (Day/Night Noise Level) scale
- Essentially an average of sound events over an entire year are averaged to a single number
- This noise level is modeled using software, not physically measured
- 65 db DNL is the threshold of 'significant noise impact' as defined by federal law

Part 150 –Noise Compatibility Program

- In 1976, the Aviation Noise Abatement Policy was released
 - Characterized noise exposure of 65 DNL and above to be 'significant'
- A Part 150 Program identifies the location of the 65 DNL and looks at solutions to reduce this

Part 150 – Noise Compatibility Program

- This program typically consists of two parts:
 - 1. A noise exposure map showing noise contours around the Airport
 - 2. A list of noise abatement measures designed to reduce the size of the contour
- Land inside the 65 DNL contour must be made compatible with significant noise
 - Methods include zoning, soundproofing, and others

Part 150 – Noise Compatibility Program

- CLT is taking the first steps to a new Part 150 program, the first since 1996
- In addition to looking at standard Part 150 items, this project will also examine the departure recommendations that came from the ACR
- The ACR will likely act as an advisor to the Part 150 team