



Noise Compatibility Program - FAR Part 150

Federal Aviation Regulation (FAR) Part 150, "Airport Noise Compatibility Planning" is a voluntary federal program, administered by the Federal Aviation Administration (FAA), that sets guidelines for airports to use in documenting aircraft noise exposure, and in establishing programs to minimize incompatibilities with surrounding land uses. Part 150 defines specific standards and systems for:

- Measuring noise
- Estimating noise using computer models
- Describing noise exposure
- Coordinating compatibility program development with local land use officials
- Documenting the analytical process and development of the compatibility program
- FAA and public review processes

History of the FYI Part 150 Study

The City of Fresno completed the first Part 150 Study for Fresno Yosemite International Airport (FYI) in 1988. The FAA completed its review of the submission, accepted the NEM on February 7, 1990, and published a "Record of Approval" (ROA) for the NCP on September 14, 1990. In 2004 the City retained a team of consulting firms to update the Part 150 which resulted in development of an updated NEM and preparation of a revised NCP. The FAA published a ROA for the updated NEM on August 26, 2005 and for the revised NCP on August 8, 2008.

A formal Part 150 submission to the FAA includes a "Noise Exposure Map" (NEM) and a "Noise Compatibility Program" (NCP), as summarized below.

- **Noise Exposure Map**

The NEM describes the airport layout and operation, aircraft-related noise exposure, land uses in the airport environs, and the resulting noise/land use compatibility situation. The NEM must address data representing the year of submission ("existing conditions") and a forecast year, that is at least five years following the year of submission ("forecast conditions"). The NEM documentation describes the data collection and analysis undertaken in its development. The updated [FYI Noise Exposure Map](#) depicts 2004 "Existing Airport Layout and Land Use" along with 2009 "Forecast Conditions" for noise exposure.

- **Noise Compatibility Program**

The NCP is a list of actions the airport proposes to undertake to minimize existing and future incompatibilities. The NCP documentation must recount the development of the program, including a description of all measures considered, the reasons that individual measures were accepted or rejected, how measures will be implemented and funded, and the predicted effectiveness of individual measures and the overall program. FAA acceptance of the Part 150 submission and approval of the NCP does not eliminate requirements for formal environmental assessment of any proposed actions pursuant to requirements of the National Environmental Policy Act (NEPA). Major elements implemented under the FYI Noise Compatibility Program can be summarized as follows:

- *Noise Abatement Measures*
 - Restricted hours of operation, flight training activity and use of afterburners for the California Air National Guard (CANG)
 - Restricted hours of helicopter operations and training areas for the 1106th AVCRAD
 - Established helicopter pattern altitude of 803 feet MSL and SVFR Routes to avoid noise sensitive areas.
 - Established [Noise Abatement Procedures](#) for arrivals, departures and minimum altitudes
 - Prohibit large aircraft touch-and-go activity from 2200-0700

- *Noise Program Land Use Measures*
 - Acquired non-compatible developed properties in the highest noise areas
 - Established the [Residential Sound Insulation \(SMART\) Program](#)
 - Provided sound insulation of Noise Sensitive Public Buildings (Schools)
 - Amended zoning and building codes for compatible use