

**Mickie Elmore - Piedmont Triad International Airport, (GSO), Greensboro, NC:
NoiseCompatibility Program FAA Executed Record of Approval**

From:

To:

Date: 11/12/2008 2:29 PM

Subject: Piedmont Triad International Airport, (GSO), Greensboro, NC: NoiseCompatibility
Program FAA Executed Record of Approval

CC: , ,

Attachments: , ,

Mickie-

Attached please find a letter from our office notifying you that we have executed the ROA for the Piedmont Triad International Airport, (GSO), Greensboro, NC: Noise Compatibility Program. The Executed ROA is an enclosure to the letter & is attached as a separate file.

The FAA Federal Register (FR) Notice was also executed with a transmittal memo from our office to AGC via FedEx today. Both documents are also attached as FYI/for your files. It should go into the FR within the next few weeks.

As always, please contact me if you have questions or if I may be of further assistance.

Dana

Dana Perkins
Environmental Program Manager
SE Georgia Planner
404-305-7152

Federal Aviation Administration
Atlanta Airports District Office
1701 Columbia Ave.
Campus Bldg., Suite 2-260
College Park, GA 30337-2747



U.S. Department
of Transportation
**Federal Aviation
Administration**

ATLANTA AIRPORTS DISTRICT OFFICE
1701 Columbia Avenue,
Campus Building, Suite 2-260
Phone: (404) 305-7150 Fax: (404) 305-7155

November 12, 2008

Mr. Mickie Elmore, Director of Development
Piedmont Triad Airport Authority
P.O. Box 35445
Greensboro, NC 27425

Dear Mr. Elmore:

RE: Piedmont Triad International Airport, (GSO), Greensboro, NC
Noise Compatibility Program Record of Approval

The Federal Aviation Administration (FAA) has evaluated the Noise Compatibility Program for Piedmont Triad International Airport contained in the Part 150 Study for Piedmont Triad International Airport and related documents submitted to this office under the provisions of 49 U.S.C., Section 47504. The recommended Noise Compatibility Program proposed by the Piedmont Triad Airport Authority is identified by action element number on pages 67-76 of the Part 150 Study for Piedmont Triad International Airport. I am pleased to inform you that the Regional Airports Division Manager has approved in part 20 of the 20 proposed action measures in the Noise Compatibility Program. The specific FAA action for each of the Noise Compatibility Program measures is set forth in the enclosed Record of Approval. The effective date of this approval is November 07, 2008.

Operational Measure NA-1 and Land Use Measure LU-4 were approved for study only because the benefits of implementation, as required by Part 150, cannot be determined until study and/or analysis is complete. Operational Measures NA-2, NA-3, NA-4, NA-5, NA-6, NA-8, NA-9, NA-11, NA-12, and NA-13 are approved as voluntary measures because their implementation is subject to traffic, weather, and airspace safety and efficiency. Additionally, while approved, clarification was added to the approval statements for several Land Use Measures. All of the approval actions with clarifications are more fully explained in the enclosed Record of Approval.

Each airport Noise Compatibility Program developed in accordance with FAR Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport operator with respect to which measures should be recommended for action.

The FAA's approval or disapproval of FAR Part 150 Program recommendations is measured according to the standards expressed in FAR Part 150 and the Aviation Safety and Noise Abatement Act of 1979, (49 U.S.C. 47501-47507) and is limited to the following determinations:

The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;

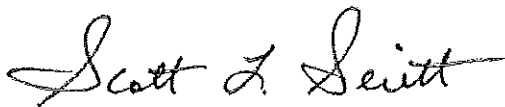
Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

Program measures relating to the use of flight procedures can be implemented within the period covered by the Program without derogating safety, adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport Noise Compatibility Program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute a commitment by FAA to implement specific noise compatibility measures. FAA approval of some measures may require preparation of an environmental assessment. Further, approval of a plan does not commit FAA to financially assist in the implementation of the program nor are all measures covered by the program necessarily eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants should be submitted to the FAA Airports District Office.

Sincerely,



Scott L. Seritt, Manager
Atlanta Airports District Office

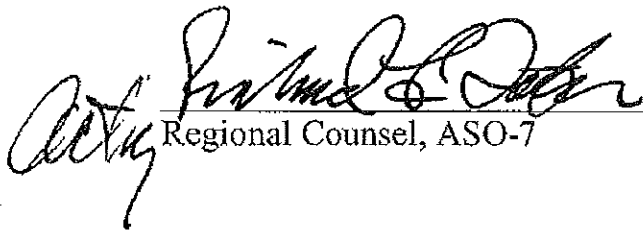
1 Enclosure

cc:
APP-400
ASO-610
ASO-7

FEDERAL AVIATION ADMINISTRATION

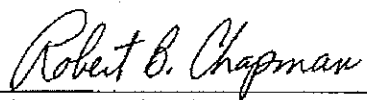
RECORD OF APPROVAL
FAR PART 150
NOISE COMPATIBILITY PROGRAM

Piedmont Triad International Airport (GSO)
Greensboro, North Carolina


Regional Counsel, ASO-7

☒ CONCUR NONCONCUR

06 NOV 08
Date


Airports Division Manager
Southern Region

☒ APPROVED DISAPPROVED

07 Nov 08
Date

RECORD OF APPROVAL PIEDMONT TRIAD INTERNATIONAL AIRPORT GREENSBORO, NORTH CAROLINA

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Federal Air Regulation (FAR) Part 150. The FAA has provided technical advice and assistance to the airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of measures in this ROA will be subject to applicable environmental or other procedures or requirements, including Section 106 of the National Historic Preservation Act (NHPA).

The operational, land use control, and program management measures below summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program (NCP) and are cross-referenced to the program. The statements contained within the summarized measures and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

OPERATIONAL MEASURES

1. NA-1: Evaluate Noise Barriers at Sites of Future Airport Facilities.

Under this measure, the Piedmont Triad Airport Authority (PTAA) would adopt a policy to evaluate potential benefits of noise barriers to control off-airport noise levels from future airport facilities. The policy would commit the PTAA to work with tenants to have the tenant install noise barriers if the PTAA considers the use of a barrier appropriate. (NCP, pp. 29-30; Tables 13 and 17)

FAA Action: Approved for study only. At such time as the study is complete, the FAA will review to determine if benefits are demonstrated.

2. NA-2: Preferred Night Runway Use.

When new runway 5L/23R is available for use during nighttime hub operations, designate runways 23L and 23R as the preferred departure runways and runways 5L and 5R as the preferred arrival runways. This head-to-head pattern of runway use will be used when permitted by weather and runway conditions. To the extent feasible, equal numbers of aircraft shall use the left and right runways for arrivals. Runway use assignments for departures shall be as established by Proposed Measure NA-3. (NCP, pp. 30-49; Tables 13; 14, and 17; and Figure 9)

FAA Action: Approved as a voluntary measure. This measure is approved as a voluntary measure, subject to traffic, weather, and airspace safety and efficiency. This measure may be implemented totally or in part by FAA Air Traffic based on the safe and efficient movement of air traffic. Times and levels of compliance will be determined by FAA Air Traffic as specific traffic management situations exist, understanding that ultimately the pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft.

3. NA-3: Night Runway Use Assignments.

When new runway 5L/23R is available for use during the nighttime hub operations, designate the following pattern of runway use:

1. When departures are using runways 23L and 23R, designate runway 23R as the departure runway for Retrofitted Stage 3 aircraft
2. When departures are using runways 23L and 23R, the runways to be used by New Stage 3 aircraft are as follows:
 - a. For all New Stage 3 aircraft departing to southern destinations, designate runway 23L as the departure runway
 - b. For all New Stage 3 aircraft departing to south-western destinations, designate runway 23R as the departure runway
 - c. For New Stage 3 aircraft departing to northern destinations, either runway 23L or runway 23R may be used as the departure runway.
 - d. To the extent feasible, assign usage of runways 23L and 23R by New Stage 3 aircraft to northern destinations so that equal numbers of aircraft use runways 23L and 23R for night departures
3. When departures are using runways 5L and 5R, designate runway 5R as the departure runway for Retrofitted Stage 3 aircraft
4. When departures are using runways 5L and 5R, assign usage of departure runways by New Stage 3 aircraft so that approximately equal numbers of aircraft use runways 5L and 5R for departures to the extent feasible.
5. Aircraft departing on runway 23R and needing to make a transition to a more southerly heading should delay the transition until they have reached an altitude of 4,000 MSL.
6. It is anticipated that carriers operating during the nighttime will request runway assignments that are consistent with this measure.

(NCP, pp. 30-50; Tables 13; 14, and 17; and Figure 9)

FAA Action: Approved as a voluntary measure for Piedmont Triad Airport Authority (PTAA) implementation through coordination and agreement with air carriers. This measure is approved as a voluntary measure, subject to traffic, weather, and airspace safety and efficiency. This measure may be implemented totally or in part by FAA Air Traffic based on the safe and efficient movement of air traffic. Times and levels of compliance will be determined by FAA Air Traffic as specific traffic management situations exist, understanding that ultimately the pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft. The PTAA will work with Greensboro Air Traffic Control to determine appropriate distance measuring equipment (DME) to replace altitudes.

4. NA-4: Night Southbound Departure Corridor from Runway 23L.

Promptly after FAA approval of this measure, establish a new nighttime departure procedure for aircraft departing runway 23L for southern destinations so that the initial flightpath is in a southerly direction, east of and parallel to NC Highway 68. Departing aircraft shall initiate the left departure turn onto this flight path as soon as practicable. Aircraft may make a transition to another heading after reaching 4,000 feet MSL. (NCP, pp. 30-50; Tables 13; 14, and 17; and Figure 9)

FAA Action: Approved as a voluntary measure. This measure is approved as a voluntary measure, subject to traffic, weather, and airspace safety and efficiency. This measure may be implemented totally or in part by FAA Air Traffic based on the safe and efficient movement of air traffic. Times and levels of compliance will be determined by FAA Air Traffic as specific traffic management situations exist, understanding that ultimately the pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft. The PTAA will work with Greensboro Air Traffic Control to determine appropriate distance measuring equipment (DME) to replace altitudes.

5. NA-5: Night Departure Procedures from Runway 23R.

Aircraft departing runway 23R at night and turning right shall initiate the right departure turn as soon as practicable. (NCP, pp. 30-50; Tables 13; 14, and 17; and Figure 9)

FAA Action: Approved as a voluntary measure. This measure is approved as a voluntary measure, subject to traffic, weather, and airspace safety and efficiency. This measure may be implemented totally or in part by FAA Air Traffic based on the safe and efficient movement of air traffic. Times and levels of compliance will be determined by FAA Air Traffic as specific traffic management situations exist, understanding that ultimately the pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft.

6. NA-6: Night Northbound Departure Corridor from Runway 23L.

Promptly after FAA approval of this measure, establish a new nighttime departure procedure for aircraft departing from runway 23L to northern destinations to initiate a left departure turn to a northeasterly heading as soon as practicable. (NCP, pp. 30-50; Tables 13; 14, and 17; and Figure 9)

FAA Action: Approved as a voluntary measure. This measure is approved as a voluntary measure, subject to traffic, weather, and airspace safety and efficiency. This measure may be implemented totally or in part by FAA Air Traffic based on the safe and efficient movement of air traffic. Times and levels of compliance will be determined by FAA Air Traffic as specific traffic management situations exist, understanding that ultimately the pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft.

7. NA-8: Departures from Runway 5L.

When runway 5L/23R is available for use, establish a procedure to delay initial turns from runway heading by aircraft departing on runway 5L until such aircraft reach an altitude of 4,000 MSL. (NCP, pp. 30-50; Tables 13; 14, and 17; and Figure 9)

FAA Action: Approved as a voluntary measure. This measure is approved as a voluntary measure, subject to traffic, weather, and airspace safety and efficiency. This measure may be implemented totally or in part by FAA Air Traffic based on the safe and efficient movement of air traffic. Times and levels of compliance will be determined by FAA Air Traffic as specific traffic management situations exist, understanding that ultimately the pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft. The PTAA will work with Greensboro Air Traffic Control to determine appropriate distance measuring equipment (DME) to replace altitudes.

8. NA-9: Departures from Runway 5R.

Revise the existing procedure to delay initial left turns from runway heading by aircraft using runway 5R until such aircraft reach an altitude of 4,000 MSL. (NCP, pp. 30-50; Tables 13; 14, and 17; and Figure 9)

FAA Action: Approved as a voluntary measure. This measure is approved as a voluntary measure, subject to traffic, weather, and airspace safety and efficiency. This measure may be implemented totally or in part by FAA Air Traffic based on the safe and efficient movement of air traffic. Times and levels of compliance will be determined by FAA Air Traffic as specific traffic management situations exist, understanding that ultimately the pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft. The PTAA will work with Greensboro Air Traffic Control to determine appropriate distance measuring equipment (DME) to replace altitudes.

9. NA-10: Restrictions on Use of APUs.

Under this measure, the Piedmont Triad Airport Authority (PTAA) will adopt a policy for future airport facilities, and for new tenants after FAA approval of this measure, that would require that auxiliary power units, either on-board units or ground units, except for units in use for engine starts, not produce night-time noise levels in off-airport residential neighborhoods that exceed the ambient noise level at those locations. (NCP, p. 51; Tables 13 and 17)

FAA Action: Approved. Although implementation of this measure would not reduce the footprint of the NEM contours and the exact benefits are difficult to assess, it may reduce the amount of sleep disturbance and noise annoyance perceived by residents of nearby neighborhoods during nighttime hours.

10. NA-11: Noise Abatement Departure Profiles.

Under this measure, the Piedmont Triad Airport Authority (PTAA) designates the Close-in Noise Abatement Departure Profile (NADP) for jet departures on runways 5L and 5R beginning with the opening for use of new runway 5L/23R. (NCP, pp. 51-52; and Tables 13 and 17)

FAA Action: Approved as a voluntary measure. This measure is approved as a voluntary measure, subject to traffic, weather, and airspace safety and efficiency. This measure may be implemented totally or in part by FAA Air Traffic based on the safe and efficient movement of air traffic. Times and levels of compliance will be determined by FAA Air Traffic as specific traffic management situations exist, understanding that ultimately the pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft.

11. NA-12: Noise Abatement Approach Procedure.

Under this measure, the PTAA requests that FAA Air Traffic Control Tower personnel direct all jet aircraft arriving at the airport, whether on an IFR or a visual approach, to intercept the final approach at least 5.5 nautical miles from the intended landing runway and to stay at or above the glideslope throughout the remainder of their approach. The PTAA requests that FAA Air Traffic Control Tower personnel direct all jet aircraft arriving at the airport and on the final approach within 12.5 nautical miles from the intended landing runway, whether on an IFR or a visual approach, to stay at or above the glideslope throughout the remainder of their approach. (NCP, pp. 52-54; Tables 13 and 17)

FAA Action: Approved as a voluntary measure. This measure is approved as a voluntary measure, subject to traffic, weather, and airspace safety and efficiency. This measure may be implemented totally or in part by FAA Air Traffic based on the safe and efficient movement of air traffic. Times and levels of compliance will be determined by FAA Air Traffic as specific traffic management situations exist, understanding that ultimately the pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft.

12. NA-13: Altitude for Downwind Legs.

Under this measure, the PTAA requests that FAA Air Traffic Control Tower personnel direct IFR aircraft on the downwind leg for arrival on runways 5L, 5R, 23L or 23R to remain at or above 4,000' MSL until crossing the extended centerline of runway 14/32 at the airport. When implementing this measure and there are simultaneous approaches to runways 5L and 5R, the PTAA requests that FAA Air Traffic Control Tower personnel direct IFR aircraft on the downwind leg for runway 5R to remain at or above 5,000' MSL and aircraft on the downwind leg for runway 5L to remain at or above 4,000' MSL. (NCP, pp. 52-54; and Tables 13 and 17)

FAA Action: Approved as a voluntary measure. This measure is approved as a voluntary measure, subject to traffic, weather, and airspace safety and efficiency. This measure may be implemented totally or in part by FAA Air Traffic based on the safe and efficient movement of air traffic. Times and levels of compliance will be determined by FAA Air Traffic as specific traffic management situations exist, understanding that ultimately the pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft.

LAND USE MEASURES

FAA consideration of recommended land use measures utilizing the 2014 Noise Exposure Maps (NEMs) and forecast operational data as opposed to the current Operations NEM is appropriate due to FedEx's documented commitment and imminent timeline for establishing their Overnight Express Air Cargo Sorting and Distribution Facility at Piedmont Triad International Airport.

1. LU-1: Acquire Noise-Sensitive Properties where DNL Exceeds 70 dB.

The PTAA will offer to acquire properties with houses or other noise-sensitive land uses where DNL with the 2014 NCP exceeds 70 dB. (NCP, pp. 55-56; Figures 14 and 15, and Table 14 and 16)

FAA Action: Approved. The specific identification of properties recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding. Further, applicable real property acquisitions must conform to the provisions of the Uniform Relocation Assistance and Real Property Acquisitions Act and 14 CFR Part 24 to be eligible for Federal funding. Homes built after October 1, 1998 are not eligible for acquisition programs. All noise land acquisitions must comply with Grant Assurance 31 which requires sponsors to develop re-use plans and dispose of noise land as soon as practicable.

2. LU-2: Sound Insulation of Noise-Sensitive Structures where DNL Exceeds 65 dB.

The PTAA will offer to sound insulate eligible residences and other noise-sensitive structures intended for public use or assembly (i.e., schools, houses of worship and hospitals) where DNL with the 2014 NCP exceeds 65 dB. The PTAA will require property owners participating in the program to grant an avigation easement to the PTAA upon completion of the treatment. (NCP, pp. 55-57; Figures 14 and 15, and Table 14 and 16)

FAA Action: Approved for eligible properties where the DNL is between 65 and 70 dB in accordance with the Record of Decision (ROD), rendered on 12/31/01 based on the Environmental Impact Statement for Proposed Runway 5L/23R, Proposed New Overnight Express Air Cargo Sorting and Distribution Facility, and Associated Developments. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding.

3. LU-3: Optional Acquisition of Avigation Easements for Noise-Sensitive Structures where DNL Exceeds 65 dB.

The PTAA may at its option offer to acquire noise easements for selected residences where the DNL with the 2014 NCP exceeds 65 dB. (NCP, pp 55-58; (NCP, pp. 55-57; Figures 14 and 15, and Table 14 and 16)

FAA Action: Approved for eligible properties where the DNL is between 65 and 70 dB that choose not to participate in LU-2. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding.

4. LU-4: Other Assistance for Owners of Residential Property where DNL Exceeds 65 dB.

The PTAA may at its option offer assistance in the form of Sales Assistance or in the form of Purchase Assurance to owners of selected residential property where the DNL with the 2014 NCP exceeds 65 dB. Homeowners participating in the Sales Assistance Program would grant an avigation easement to the PTAA upon the closing of the sale. (NCP, pp. 57-59; Figures 14 and 15, and Table 14 and 16)

FAA Action: Approved for further study and analysis for eligible properties where the DNL is between 65 and 70 dB. Upon identification of interested eligible properties and before FAA approval for implementation, the sponsor must submit an updated NCP identifying the details of the proposed measure for FAA deliberation. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding. This will require submission of an updated NCP for FAA deliberation.

5. LU-5: Pursue Compatible Use Zoning where DNL Exceeds 65 dB.

The PTAA will work with land use authorities of jurisdictions in the vicinity of the airport to adopt compatible use zoning. (NCP, p. 59)

FAA Action: Approved.

PROGRAM MANAGEMENT MEASURES

1. NM-1: Establish a Noise Monitoring Function at PTIA.

The PTAA will establish a noise monitoring function within the PTAA with responsibilities that include: to monitor aircraft noise; to provide a point of contact within the PTAA for issues related to aircraft noise; to serve as a liaison with the community for such issues; and to keep air carriers and the public informed about compliance with measures in the NCP. (NCP, p. 60)

FAA Action: Approved.

2. NM-2: Publish DNL Contours for DNL 60 and Above.

When the PTAA publishes aircraft noise contours, it will publish contours at 5-dB intervals for values of DNL of 60 dB and above. The most recent contours will be published on the PTAA web site. The contours will be updated as required by FAR Part 150. (NCP, pp. 60-61)

FAA Action: Approved.

3. NM-3: Install and Operate an Aircraft Noise and Operations Monitoring System.

The PTAA will install and operate an aircraft noise and operations monitoring system to monitor aircraft noise and aircraft operations in the vicinity of the airport. The system will reflect state-of-the-art technology. It is expected that the system will have six or more permanent monitoring microphones and one or two portable monitoring microphones. To the extent feasible, the permanent microphones will be at locations used during the Part 150 study. Summaries of the monitoring results will be reported regularly on the PTAA web site. (NCP, pp. 61-62; and Figure 15)

FAA Action: Approved. For reasons of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any preset noise thresholds and shall not be used for mandatory enforcement of any voluntary measure. Eligibility for Federal funding for a fixed permanent monitoring system will be limited to sponsors who can clearly show that portable monitors would be inadequate for their situation. A determination of eligibility will be made at the time of application for funding.



Federal Aviation Administration

Memorandum

Date: November 12, 2008

From: Dana Perkins, Environmental Program Manager

To: Docket Clerk (AGC-200)

Subject: ACTION: Federal Register Notice
Piedmont Triad International Airport; Greensboro, North Carolina
Noise Compatibility Program (NCP) Approval Determination

We have attached the Federal Register Notice (original and 5 copies) for NCP approval for the subject location. A copy of the approval letter is attached.

Please contact me if you require additional information at dana.perkins@faa.gov or (404) 305-7152.

A handwritten signature in cursive script, appearing to read "Dana L. Perkins".

Dana L. Perkins

cc:

APP-400 (with attachments)

ASO-610 (with attachments)

2 Attachments

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program
Piedmont Triad International Airport
Greensboro, North Carolina

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program submitted by the Piedmont Triad Airport Authority (PTAA) under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On June 10, 2008, the FAA determined that the noise exposure maps submitted by the Piedmont Triad Airport Authority (PTAA) under Part 150 were in compliance with applicable requirements. On November 07, 2008, the FAA approved the Piedmont Triad International Airport noise compatibility program. All of the recommendations of the program were approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Piedmont Triad International Airport Noise Compatibility Program is November 07, 2008.

FOR FURTHER INFORMATION CONTACT: Dana Perkins, Federal Aviation Administration, Atlanta Airports District Office, 1701 Columbia Avenue, College Park, Georgia 30337-2747, phone number: (404) 305-7152. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the Noise Compatibility Program for Piedmont Triad International Airport, effective November 07, 2008.

Under Section 47504 of the Act, an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal Program. The FAA does not substitute its judgment for that of the airport operator with respect to which measure should be recommended for action.

The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in FAR Part 150 and the Act, and is limited to the following determinations:

- a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;
- b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;
- c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal government; and
- d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport Noise Compatibility Program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in College Park, Georgia.

Piedmont Triad International Airport submitted to the FAA on May 07, 2008 the Noise Exposure Maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from March 2003, through April 2008. The Piedmont Triad International Airport Noise Exposure Maps were determined by FAA to be in compliance with applicable requirements on June 10, 2008. Notice of this determination was published in the Federal Register on June 10, 2008.

The Piedmont Triad International Airport study contains a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from 2008 to 2014 and beyond, as applicable. It was requested that FAA evaluate and approve this material as a Noise Compatibility Program as described in Section 47504 of the Act. The FAA began its review of the

Program on June 10, 2008 and was required by a provision of the Act to approve or disapprove the program within 180-days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained 20 proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective November 07, 2008.

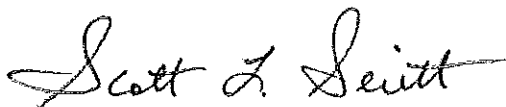
Outright approval, with clarification in some cases, was granted for all of the specific program elements. The 20 measures proposed and approved follow: NA1 – Evaluate Noise barriers at Sites of Future Airport Facilities; NA-2 – Preferred Night Runway Use; NA-3 – Night Runway Use Assignments; NA-4 – Night Southbound Departure Corridor from Runway 23L; NA-5 – Night Departure Procedures from Runway 23R; NA-6 – Night Northbound Departure Corridor from Runway 23L; NA-8 – Departures from Runway 5L; NA-9 – Departures from Runway 5R; NA-10 – Restrictions on Use of Auxiliary Power Units (APUs); NA-11 – Noise Abatement Departure Profiles; NA-12 – Noise Abatement Approach Procedures; NA-13 – Altitude for Downwind Legs; LU-1 Acquire Noise-Sensitive Properties where DNL Exceeds 70 dB; LU-2 – Sound Insulation for Noise-Sensitive Structures where DNL Exceeds 65 dB; LU-3 – Optional Acquisition of Avigation Easements for Noise Sensitive Structures where DNL Exceeds 65dB; LU-4 – Other Assistance for Owners of Residential Property where DNL exceeds 65 dB; LU-5 – Pursue

Compatible Use Zoning where DNL Exceeds 65 dB; NM-1 – Establish a Noise Monitoring Function at PTIA; NM-2 – Publish DNL Contours for DNL 60 and Above; and NM-3 – Install and Operate an Aircraft Noise and Operations Monitoring System.

Operational Measure NA-1 and Land Use Measure LU-4 were approved for study only because the benefits of implementation, as required by Part 150, cannot be determined until study and/or analysis is complete. Operational Measures NA-2, NA-3, NA-4, NA-5, NA-6, NA-8, NA-9, NA-11, NA-12, and NA-13 are approved as voluntary measures because their implementation is subject to traffic, weather, and airspace safety and efficiency. Additionally, while approved, clarification was added to the approval statements for several Land Use Measures.

These determinations are set forth in detail in a Record of Approval signed by the FAA on November 07, 2008. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative office of the Piedmont Triad Airport Authority (PTAA). The Record of Approval also will be available on-line at: http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise/part_150/states/

Issued in College Park, Georgia on November 08, 2008.

A handwritten signature in black ink, reading "Scott L. Seritt". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Scott L. Seritt, Manager

Atlanta Airports District Office