



# Noise Laws and Regulations

- 1969: The National Environmental Policy Act (NEPA) was the catalyst for public awareness of aircraft noise. NEPA also required the FAA to deal with the environmental impact of air travel.
- 1972 & 1978: The Noise Control Act (NCA) and the Quiet Communities Act (QCA) are passed, authorizing the Environmental Protection Agency (EPA) to advise the FAA, regarding noise generated by aircraft and aircraft-related activities.
- 1976: The Aviation Noise Abatement Policy (ANAP) established the airport operator as being the entity responsible for airport noise.



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- 1979: The Aviation Safety and Noise Abatement Act (ASNA) is the principal law supporting federal efforts to identify and reduce incompatible land uses around civil airports in the United States.

One of the primary features of the ASNA was the development of Part 150 studies. It is part 150 of the Federal Aviation Regulations that allows for the designation of noise measurement systems, compatible land uses, and policies and procedures for evaluating noise exposure maps and noise compatibility programs.



## ASNA Cont.

- The ASNA required the FAA to establish, by regulation, three primary requirements that would simplify and standardize the process for carrying out noise compatibility planning and programs.
  - Establish single system of measuring noise that is a reliable indicator of projected noise exposure and surveyed reactions of people.
  - Determine the exposure of individuals to noise that results from the operations of an airport.
  - Identify land uses that are normally compatible for various levels of exposure to noise



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- 1985: The Airport Improvement Program (AIP) is founded, dispensing federal money to airports for expansion and improvements. In exchange, the recipient must adhere to the FAA's AIP grant assurances.
  - National Plan of Integrated Airport Systems (NPIAS)



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## Airport Noise and Capacity Act (ANCA) 1990

- Congress established a "national policy on aviation noise"
- Balance local needs for airport noise abatement against the needs of the national air transportation industry
  - Required that by the year 2000 all air carrier scheduled jet aircraft at all airports (>75,000#) be stage-3 certificated (aircraft that incorporate the latest technology for suppressing jet-engine noise).
  - Directed the FAA to establish a national program to review noise and access restrictions on aircraft operations imposed by airport proprietors by establishing **FAR Part 161**





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## ANCA (Continued)

### **FAR Part 161**

- Establishes a program for reviewing airport noise and access restrictions on the use of Stage 2 and Stage 3 aircraft. The FAR requires that airport proprietors examine the impacts of a proposed noise or access restriction within an "airport noise study area" (include all property which lies within the Ldn 65 dB contours)

# Zero-seat Law

- *1992 Centennial Express Airlines*
- *Airport Board ignored County Policy*
- *Airport Board fired, new Board*
- *Litigation: COSC, 10<sup>th</sup> USCCoA, USSC*
- *Administrative relief denied*
- *Legislative Route...improbable journey*
- *Making law is like making sausage...*
- *Lots of stakeholders; quiet effort*
- *Twists and turns and a little bit of luck*



# Zero-seat Law

- **Public Law 108-7, Sec. 321**
- **SECTION 1.** Section 47107 of title 49, United States Code, is amended by inserting after section 47107(p) the following:
- *Notwithstanding any written assurances prescribed in subsections (a) through (p), a general aviation airport with more than 300,000 annual operations may be exempt from having to accept scheduled passenger air carrier service, provided that the following conditions are met:*
- *No scheduled passenger air carrier has provided service at the airport within five years prior to January 1, 2002;*
- *The airport is located within or underneath the Class B airspace of an airport that maintains an airport operating certificate pursuant to Section 44706 of title 49; and,*
- *The certificated airport operating under Section 44706 of title 49 does not contribute to significant passenger delays as defined by DOT/FAA in the "Airport Capacity Benchmark Report 2001".*
- *(r) An airport that meets the conditions of subsections (q)(1) through (3) is not subject to Section 47524 of title 49 with respect to a prohibition on all scheduled passenger service.*
- **SECTION 2.** This law shall be effective upon enactment, notwithstanding any other section of title 49.

**Signed into Law by President George W. Bush on February 20, 2003**



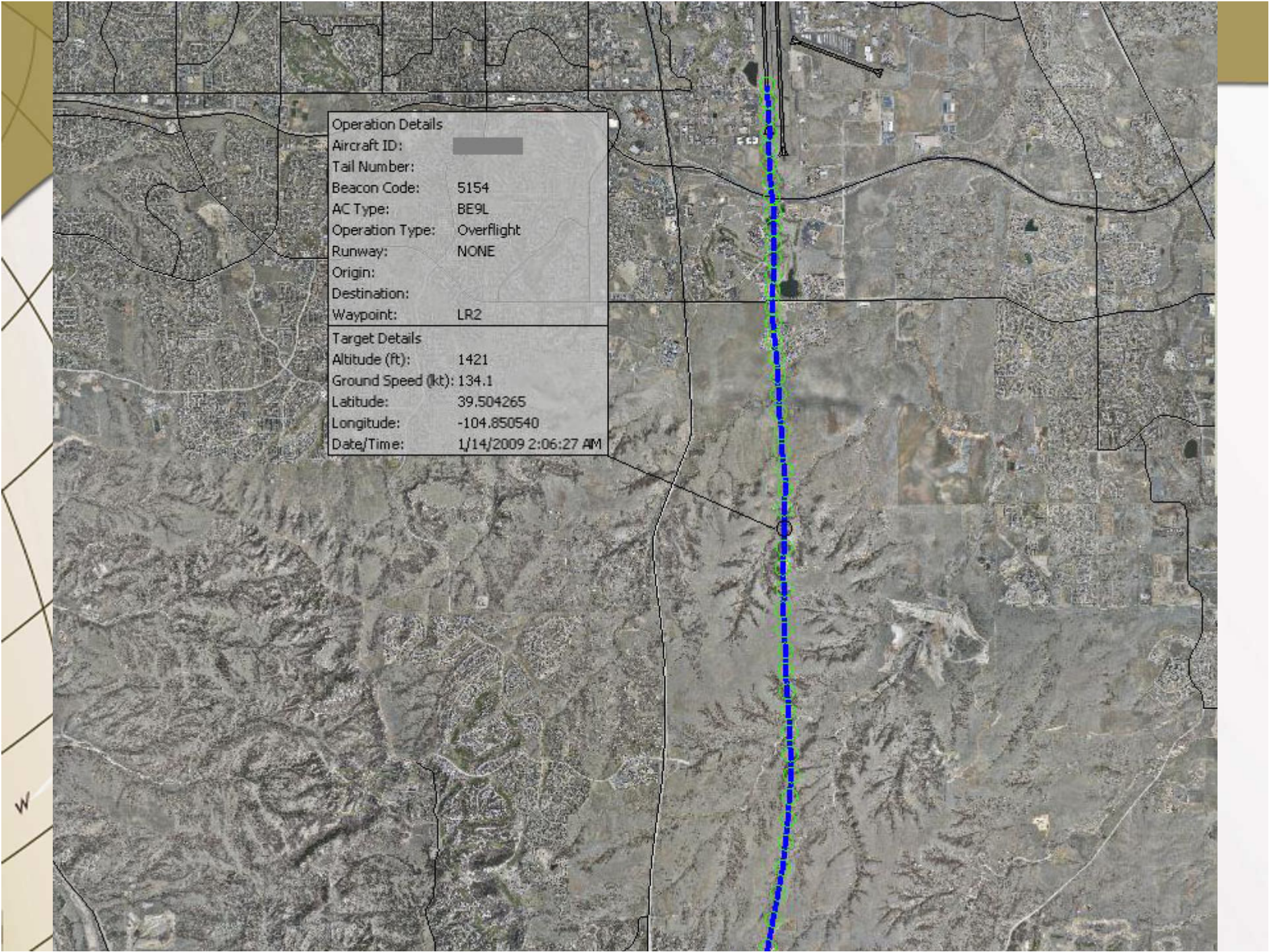




# Centennial Airport Part 150 Study

- Part 150 History
  - 1998 Part 150 Study Begins
  - 1999 First Set of Noise Contours completed
  - 2002 Completed Study Submitted to FAA
  - 2002 Lost Federal Funding - Part 150 Shelved
  - 2004 Federal Funding Restored
  - 2006 FAA Provides grant Funding for Noise Contours update
  - 2007 Updated Noise Contours Complete
  - 2008 Part 150 Published in Federal Register, 180 day review period and 60 day comment period begins

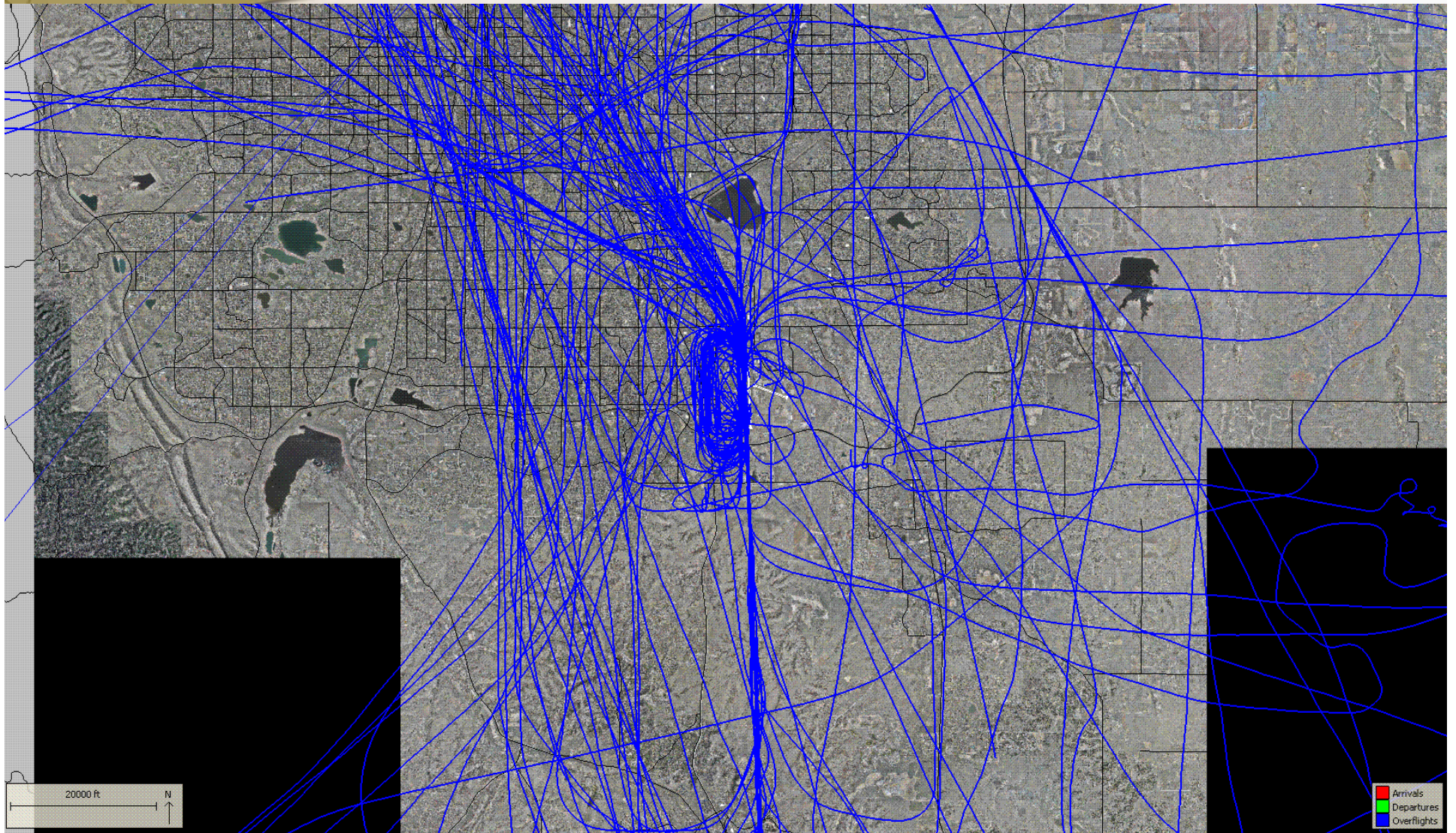




The background is a grayscale aerial photograph showing a city area in the upper half and a mountainous region in the lower half. A blue dashed line with a green outline represents a flight path, running vertically from the top center towards the bottom. A small blue circle marks a specific point on this path in the mountainous region. A semi-transparent gray box in the upper left contains flight data. A compass rose in the bottom left corner shows 'W' for West.

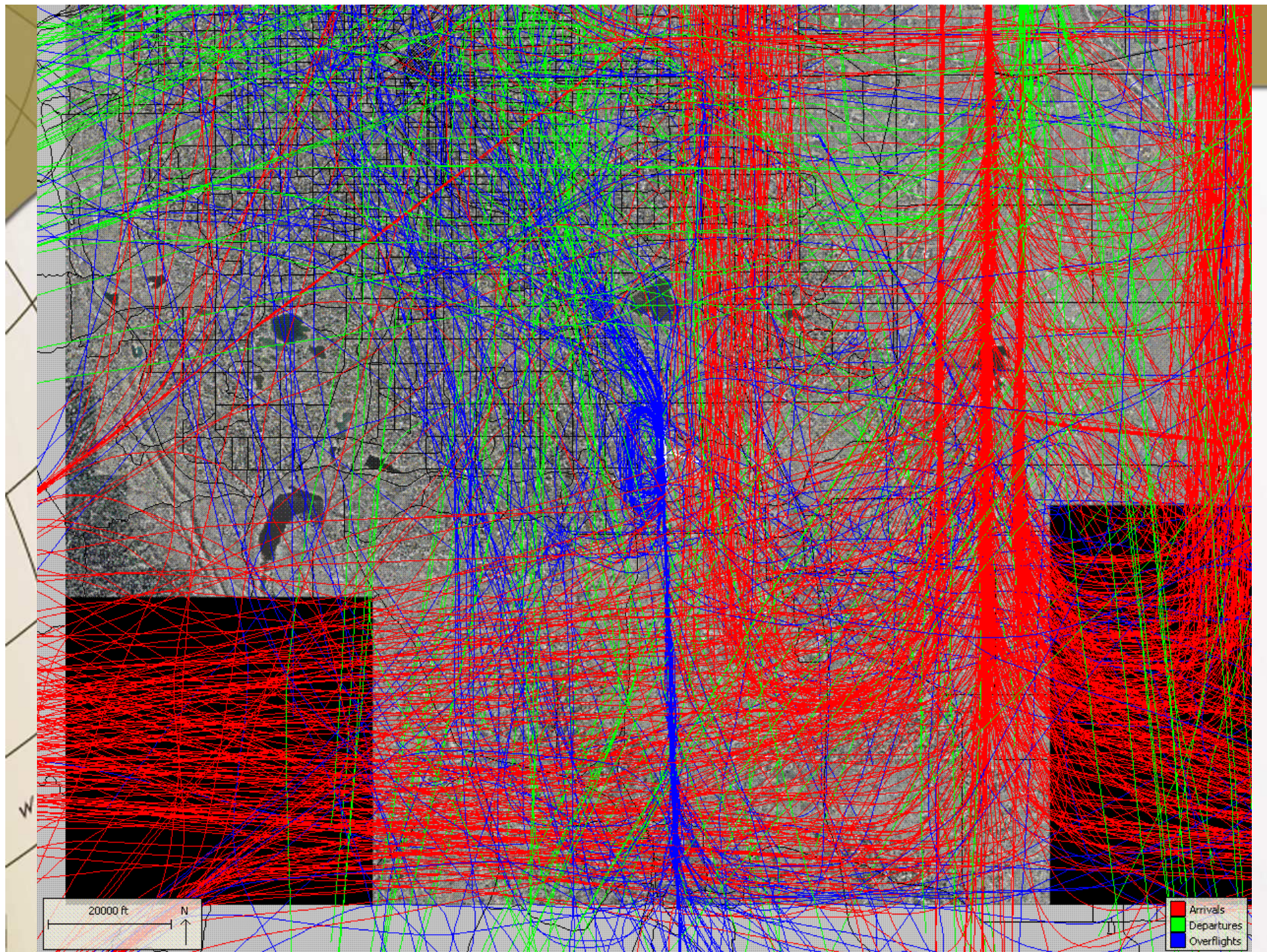
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Runway:	NONE
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Destination:	
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Target Details	
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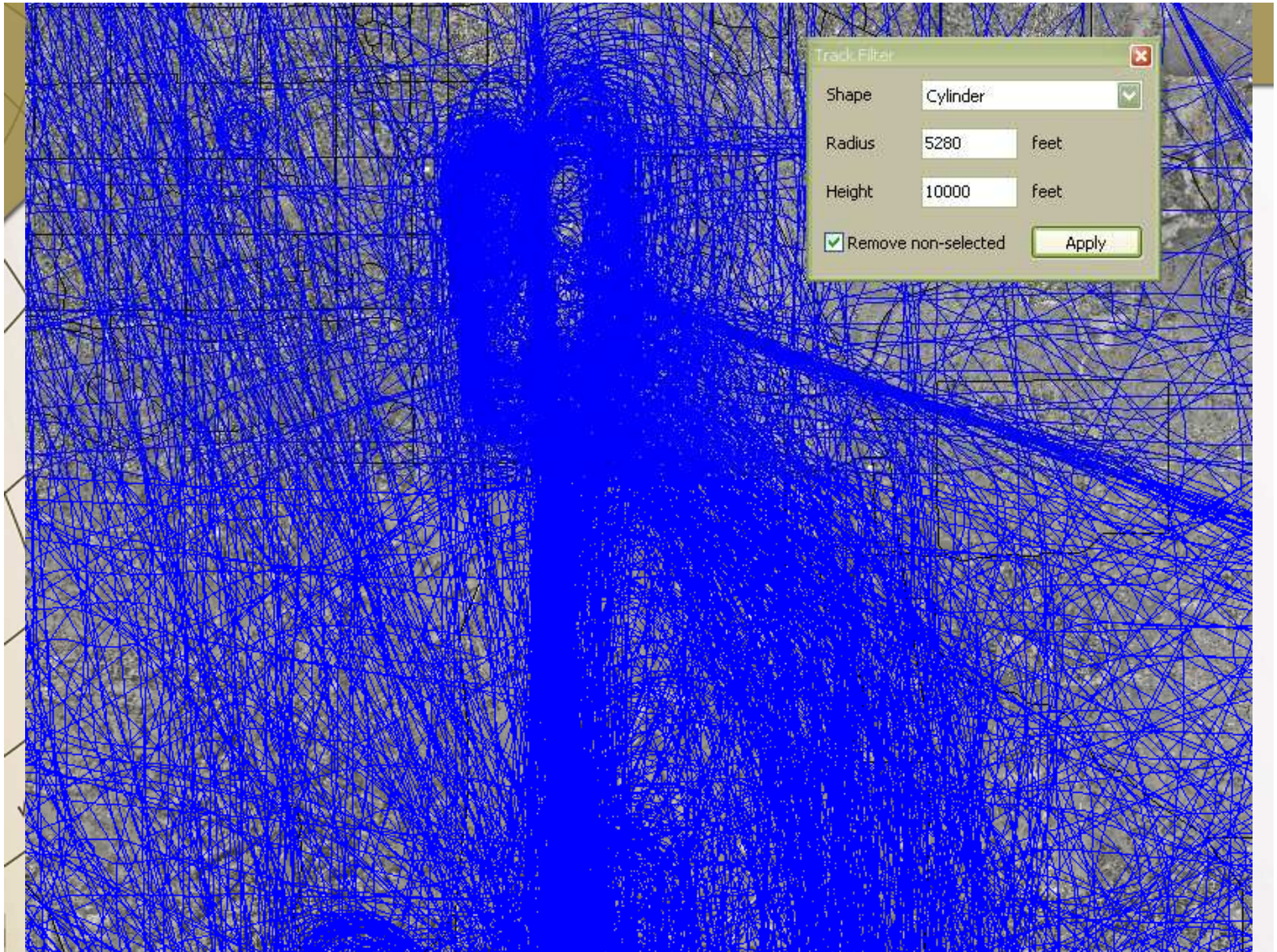


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