

SECTION 10 INTRODUCTION**10.1 THE PART 150 PROCESS**

The Aviation Safety and Noise Abatement Act (ASNA) was established by Congress in 1979 as a means to address the impact of aircraft noise on communities, to provide assistance and to assure continued safety in aviation. Under ASNA, the Secretary of Transportation was charged with the responsibility to establish a single system of measuring noise at airports, determine noise exposure, and identify compatible land uses. Thus, in 1981, the Federal Aviation Administration (FAA) established Federal Aviation Regulation (FAR) Part 150 Airport Noise Compatibility Planning.

Through the ASNA, airport operators voluntarily prepare airport Noise Exposure Maps (NEM) and Noise Compatibility Programs (NCP) and submit these materials to the FAA for approval. Federal funding is available to the Airport Sponsor to conduct this work. The NEM is a graphic depiction of noise exposure around an airport in current and future operational conditions. Based on the NEM, an NCP is prepared that sets forth the measures an airport operator proposes to take in order to reduce existing noncompatible land uses and minimize additional noncompatible land uses on and around the airport.

FAR Part 150 implements the provisions in the ASNA for airport noise compatibility planning. In addition to minimizing aviation noise impacts, this regulation sets forth the following:

- The community noise equivalent level, abbreviated as CNEL, for measuring noise exposure in California;
- The Integrated Noise Model (INM) as the standard noise modeling methodology; and
- The voluntary development of NEMs and NCPs by airport operators.

The FAR Part 150 program provides a comprehensive approach to both prevention and mitigation of airport noise in a community, seeks recommendations from interested parties throughout the development of the program, and provides for funding of eligible items through the Federal Airport Improvement Program (AIP). Furthermore, the NCP is primarily conducted to benefit the areas surrounding an airport.

Under the Part 150 process, the FAA will indicate, upon receipt, whether the NEMs are in compliance with the requirements of the program. If they are in compliance, a notice is published in the Federal Register. Once the NEMs are found to be in compliance, the NCP will undergo a 180-day FAA review period, and the FAA will determine which elements of the program will be approved or disapproved.

10.2 MCCLELLAN-PALOMAR AIRPORT PART 150 STUDY

McClellan-Palomar Airport (CRQ) is located within the corporate limits of the City of Carlsbad (City), approximately four miles southeast of downtown Carlsbad, in San Diego County, California. Palomar Airport Road bounds the airport to the south. El Camino Real bisects airport property and serves as a landmark to the east of the airport. With 255 acres owned and operated by the County, CRQ serves as a major general aviation facility for the North County region. The airport is named for aviator Gerald McClellan, a north County community leader.

The airport site was acquired in 1957 as a replacement for Del Mar Airport. CRQ opened in 1959 with a runway 3,700 feet in length and 100 feet in width. The runway was later expanded to 4,700 feet in length and 150 feet in width in 1961. Since 1973, an FAA Air Traffic Control Tower (ATCT) has been in daily operation from 7:00 a.m. to 10:00 p.m. The airport was annexed into the City of Carlsbad in 1978. Scheduled passenger service (air taxi) began in 1991 (County of San Diego, 2002).

In the FAA National Plan of Integrated Airports Systems (NPIAS) 2005-2009, which defines the role of an airport, CRQ is classified as a Primary Commercial Airport (PR) airport, and is forecast to enplane more than 83,000 passengers per annum by 2009.

The FAA evaluated and accepted the revised Noise Exposure Maps on April 26, 2005. These NEMs represent a revision to the CRQ NEMs that were determined by the FAA to be in compliance with Part 150 on December 20, 1991. These revised NEMs represent the current (2004) and future unmitigated (2009) aircraft noise environments.

In the early 1990s, a Noise Compatibility Program was prepared and submitted by the County of San Diego and several measures were approved by the FAA effective June 16, 1992. All of the recommendations from the 1992 NCP, both those that were approved and those that were disapproved, were identified and re-evaluated in this report.

This report presents the NCP for CRQ. It continues from the point where the NEM and supporting documentation left off. The NEM and supporting documentation contained **Sections 1 through 9** and **Appendices A through I**. This NCP report contains an Introduction (**Section 10**); Consideration of Operational Alternatives (**Section 11**), Land Use Alternatives (**Section 12**), and Program Management Measures (**Section 13**); Recommendations (**Section 14**); Consultation with the Public, Users, and Outside Agencies (**Section 15**), and supporting documentation in **Appendices J through O**. **Sections 11, 12, and 13** include the review and evaluation of the 1992 NCP recommendations, Palomar Airport Roundtable (PAR) 2000 recommendations, as well as several new measures. **Section 14** contains a revised future (2009) *Noise Exposure Map, With Program Implementation*. **Appendix J** contains the FAA's NCP checklist completed specifically for this Part 150 Study Update.

10.3 PROJECT ROLES AND RESPONSIBILITIES

The control of aircraft noise exposure is a complex issue, with several parties sharing in the responsibility: the federal government, state and local governments and planning agencies, the airport operator, civilian and military airport users, and local residents. All interests must be considered in the noise compatibility process. Groups having roles in this Part 150 process are described below.

10.3.1 Federal

The federal government has assumed the role of coordinator and regulator of the nation's aviation system. Congress has assigned administrative authority of the FAA. The specific responsibilities of the FAA include:

- The regulation of air commerce in order to promote its development and safety and to fulfill the requirements of national defense;

- The promotion, encouragement, and development of civil aeronautics;
- The control of the use of navigable airspace and the regulation of civil and military aircraft operations to promote the safety and efficiency of both; and
- The development and operation of a common system of air traffic control for both military and civilian aircraft.

As part of the Part 150 process, the FAA Western Pacific Region Airports Division located in Hawthorne, California, has the responsibility to review the NEM and related documentation and indicate whether they are in compliance with applicable requirements. The FAA publishes a notice of compliance for each NEM and related documentation in the Federal Register. Acceptance of NEMs by the FAA is required prior to approval of the NCP.

The FAA is responsible for the control of navigable airspace and operation of air traffic control systems at the nation's airports. Airport proprietors have no direct control over airspace management and air traffic control including the movement of air traffic on the ground at the airport. The FAA reviews any proposed changes in flight procedures, such as flight tracks or runway use programs proposed for noise abatement on the basis of safety of flight operations, efficient use of navigable airspace, management and control of the national airspace and traffic control systems, affect on security, and compliance with applicable laws and regulations.

10.3.2 State of California

The State of California (State) does not have administrative responsibility in the Part 150 process. However, through California Code of Regulation (CCR) Title 21, the State has recognized the effects of noise in the vicinity of airports and developed regulations to provide a positive basis to accomplish resolution of existing noise problems in communities surrounding airports and to prevent the development of new noise problems. The regulations establish a quantitative framework within which airport operators, aircraft operators, and local communities can work together to reduce noise and prevent airport problems.

10.3.3 County of San Diego

The County owns and operates CRQ as a public utility. As the 'airport operator,' the County has responsibility of the entire Part 150 Study Update. The Palomar Airport Advisory Committee (PAAC) has been designated as the citizen's review committee for this study.

10.3.4 Consulting Team

The County retained the consultant team of URS Corporation (URS) and Katz and Associates in December 2002, to prepare the Part 150 Study Update. URS provides airport environmental planning services, and has overall responsibility for the technical elements, documentation, and project management. Katz and Associates, a public affairs consulting firm, has responsibility for all aspects of public involvement.