



GEORGETOWN

MUNICIPAL AIRPORT

F.A.R. Part 150 Noise Compatibility Study



Noise Exposure Maps



GEORGETOWN MUNICIPAL AIRPORT

**F.A.R. Part 150
Noise Compatibility Study Update**

NOISE EXPOSURE MAPS

**Prepared For The
City of Georgetown**

**By
Coffman Associates**

November 2003



TABLE OF CONTENTS

CONTENTS

GEORGETOWN MUNICIPAL AIRPORT Georgetown, Texas

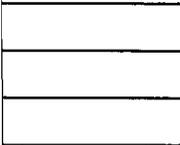
F.A.R. Part 150 NOISE EXPOSURE MAPS

NOISE EXPOSURE MAPS

NOISE EXPOSURE MAP CHECKLIST	iii
SPONSOR'S CERTIFICATION	viii

Chapter One INVENTORY

JURISDICTIONS AND RESPONSIBILITIES	1-2
Federal	1-2
State And Local	1-6
Airport Proprietor	1-9
AIRPORT SETTING	1-10
Locale	1-10
Climate	1-10
AIRPORT HISTORY	1-10
AIRPORT FACILITIES	1-11
Runways	1-11
Taxiways	1-11
Airfield Lighting	1-11
General Aviation Complex	1-13
Other Facilities	1-13



Chapter One (Continued)

AIRSPACE AND AIR TRAFFIC CONTROL	1-13
Airspace Structure	1-13
Enroute Navigational Aids	1-16
Area Airports	1-16
Instrument Approaches	1-17
Customary ATC And Flight Procedures	1-18
Existing Noise Abatement Procedures	1-19
STUDY AREA	1-19
EXISTING LAND USE	1-20
Noise-Sensitive Institutions	1-20
LAND USE PLANNING POLICIES AND REGULATIONS	1-21
Regulatory Framework	1-21
Comprehensive And General Plans	1-22
Zoning	1-26
Subdivision Regulations	1-32
Building Codes	1-33
SUMMARY	1-33

Chapter Two

AVIATION FORECASTS

LOCAL SOCIOECONOMIC FEATURES	2-2
Population	2-2
Employment	2-3
Per Capita Personal Income (PCPI)	2-4
FORECASTING APPROACH	2-4
NATIONAL AVIATION TRENDS	2-5
General Aviation Trends	2-6
AIRPORT SERVICE AREA	2-7
AVIATION FORECASTS	2-9
Based Aircraft Forecasts	2-9
Based Aircraft Fleet Mix Projection	2-16
Annual Operations	2-16
AIR TAXI	2-18
MILITARY ACTIVITY	2-18
FLEET MIX OPERATIONAL FORECASTS	2-19
SUMMARY	2-21

Chapter Three

AVIATION NOISE

AIRCRAFT NOISE MEASUREMENT PROGRAM	3-1
Acoustical Measurements	3-2
Measurement Results Summary	3-5
AIRCRAFT NOISE ANALYSIS METHODOLOGY	3-6
INM INPUT	3-7
Airport And Study Area Description	3-7
Activity Data	3-7
Daily Operations And Fleet Mix	3-8
Database Selection	3-8
Time-Of-Day	3-12
Runway Use	3-12
Flight Tracks	3-13
Assignment Of Flight Tracks	3-13
INM OUTPUT	3-14
2003 Noise Exposure Contours	3-14
Comparative Measurement Analysis	3-14
2008 Noise Exposure Contours	3-16
SUMMARY	3-17

Chapter Four

NOISE IMPACTS

LAND USE COMPATIBILITY	4-2
F.A.R. Part 150 Guidelines	4-2
Land Use Guidelines At Georgetown Municipal Airport	4-3
NOISE COMPLAINTS	4-3
CURRENT NOISE EXPOSURE	4-4
Land Uses Exposed To 2003 Noise	4-4
Population Exposed To 2003 Noise	4-5
POTENTIAL GROWTH RISK	4-6
Population Projections	4-7
Residential And Noise-Sensitive Land Use Growth Risk	4-7
2008 NOISE EXPOSURE	4-8
Land Uses Exposed To 2008 Noise	4-8
Population Exposed To 2008 Noise	4-9
SUMMARY	4-10

EXHIBITS

1	2003 NOISE EXPOSURE MAP CONTOUR WITH LAND USE	after page viii
2	2008 NOISE EXPOSURE MAP CONTOUR WITH LAND USE	after page viii
1A	VICINITY MAP	after page 1-10
1B	EXISTING FACILITIES	after page 1-12
1C	AIRSPACE CLASSIFICATION	after page 1-14
1D	AREA AIRSPACE	after page 1-16
1E	PUBLISHED INSTRUMENT APPROACHES	after page 1-18
1F	RUNWAY NOISE AWARENESS SIGNAGE	after page 1-20
1G	STUDY AREA AND JURISDICTIONAL BOUNDARIES	after page 1-20
1H	GENERALIZED EXISTING LAND USE MAP	after page 1-20
1J	INTENSITY MAP	after page 1-24
1K	GENERALIZED ZONING MAP	after page 1-32
2A	U.S. ACTIVE GENERAL AVIATION AIRCRAFT FORECASTS	after page 2-6
2B	REGISTERED AIRCRAFT FORECASTS	after page 2-10
2C	BASED AIRCRAFT FORECAST	after page 2-14
2D	AVIATION FORECAST SUMMARY	after page 2-22
3A	NOISE MONITORING LOCATIONS	after page 3-4
3B	INM PROCESS	after page 3-8
3C	PROPELLER AIRCRAFT NOISE FOOTPRINT COMPARISON	after page 3-8
3D	TURBOJET AIRCRAFT NOISE FOOTPRINT COMPARISON	after page 3-8
3E	EXISTING AND FUTURE DEPARTURE TRACKS ..	after page 3-14
3F	EXISTING AND FUTURE ARRIVAL TRACKS	after page 3-14
3G	EXISTING AND FUTURE TOUCH & GO TRACKS ..	after page 3-14
3H	2003 NOISE EXPOSURE CONTOUR	after page 3-14
3J	MEASURED AND MODELED NOISE	after page 3-16
3K	2008 NOISE EXPOSURE CONTOUR	after page 3-16
4A	LAND USE COMPATIBILITY GUIDELINES	after page 4-2
4B	2003 NOISE EXPOSURE CONTOUR WITH LAND USE	after page 4-4
4C	2008 NOISE EXPOSURE CONTOUR WITH LAND USE	after page 4-8
4D	NOISE EXPOSURE CONTOUR COMPARISON	after page 4-11

Appendix A
WELCOME TO THE PLANNING ADVISORY COMMITTEE

Appendix B
COORDINATION, CONSULTATION,
AND PUBLIC PARTICIPATION

Appendix C
AUTOMATED WEATHER OBSERVATION
SYSTEM REPORTS

Appendix D
INM OUTPUT REPORT

Appendix E
BASED AIRCRAFT AND FUEL SALES COMPARISON

TECHNICAL INFORMATION PAPERS

GLOSSARY OF NOISE COMPATIBILITY TERMS
THE MEASUREMENT AND ANALYSIS OF SOUND
EFFECTS OF NOISE EXPOSURE
MEASURING THE IMPACT OF NOISE ON PEOPLE
NOISE AND LAND USE COMPATIBILITY GUIDELINES



NOISE EXPOSURE MAPS

F.A.R. Part 150

Noise Compatibility Study

Georgetown Municipal Airport

NOISE EXPOSURE MAPS

This document is the Noise Exposure Map document prepared for Georgetown Municipal Airport, which is owned and operated by the City of Georgetown, Texas.

The Noise Exposure Maps documentation for the Airport presents current aircraft noise impacts and anticipated impacts in five years. The documentation contains sufficient information so that reviewers unfamiliar with local conditions and the local public unfamiliar with the technical aspects of aircraft noise can understand the findings.

This Noise Exposure Maps document includes the first four chapters of the complete F.A.R. Part 150 Noise Compatibility Study. Chapter One, Inventory, presents an overview of the airport, airspace, aviation facilities, existing land uses, and local land use policies and regulations.

Chapter Two, Aviation Activity Forecasts, presents forecasts for general aviation activity. Forecasts are broken down by type of activity – single engine aircraft, multi-engine aircraft, turboprop, jet, and helicopter.

Chapter Three, Aviation Noise Analysis Methodology, explains the methodology used to develop aircraft noise contours. It also describes the key input assumptions used for noise modeling.

Chapter Four, Noise Exposure and Impacts, presents existing and forecast aircraft noise exposure based on the assumption of no additional noise abatement efforts. This provides baseline data for evaluating potential noise abatement strategies in the second part of the study. It also analyzes the impact of the baseline aircraft noise on noise-sensitive land uses and the resident population.

Supplemental information is provided in appendices and Technical Information Papers. Appendix A lists the members of the Planning Advisory Committee (PAC) that were consulted throughout the planning process. It also includes an explanation of the role of the PAC in the process.

Appendix B, Coordination, Consultation and Public Involvement, summarizes the planning process, local coordination, and the public involvement process.

Appendix C contains Automatic Weather Observation System (AWOS) reports for April 2, 2001 through April 7, 2001.

Appendix D contains the INM Output Report. This report provides detailed tables which depict reported aircraft operations, runway use, and day/nighttime operation split by aircraft type.

Appendix E provides information that indicates the data used to establish the 2001 (existing) and five-year conditions are still representative of current and five-year conditions.

Five Technical Information Papers are provided for reference and background. These papers include the Glossary of Noise Compatibility Terms, The Measurement and Analysis of Sound, Effects of Noise Exposure, Measuring the Impact of Noise on People, and Noise and Land Use Compatibility Guidelines.

The official Noise Exposure Maps are presented in this section following page vii. For the convenience of FAA reviewers, the FAA's official Noise Exposure Map checklist is presented on pages iii through vi.

**F.A.R. PART 150
NOISE EXPOSURE MAP CHECKLIST**

AIRPORT NAME: *Georgetown Municipal Airport
Georgetown, Texas*

REVIEWER: _____

	Yes/No/NA	Page No/ Other Reference
I. IDENTIFICATION AND SUBMISSION OF MAP DOCUMENT:		
A. Is this submittal appropriately identified as one of the following, submitted under F.A.R. Part 150:		
1. a NEM only?	Yes	Title Page, p. i
2. a NEM and NCP?	No	
3. a revision to NEMs which have previously been determined by FAA to be in compliance with Part 150?	No	
B. Is the airport name and the qualified airport operator identified?	Yes	Title Page, p. i
C. Is there a dated cover letter from the airport operator which indicates the documents are submitted under Part 150 for appropriate FAA determination?	Yes	p. viii
II. CONSULTATION: [150.21(b), A150.105(a)]		
A. Is there a narrative description of the consultation accomplished, including opportunities for public review and comment during map development?	Yes	Appendix B; and supplemental volume, Supporting Information on Project Coordination and Local Consultation
B. Identification:		
1. Are the consulted parties identified?	Yes	Appendices A and B; and supplemental volume, Supporting Information on Project Coordination and Local Consultation
2. Do they include all those required by 150.21(b) and A150.105(a)?	Yes	Appendices A and B; and supplemental volume, Supporting Information on Project Coordination and Local Consultation
C. Does the documentation include the airport operator's certification, and evidence to support it, that interested persons have been afforded adequate opportunity to submit their views, data, and comments during map development and in accordance with 150.21(b)?	Yes	p. viii; Appendix B, and supplemental volume, Supporting Information on Project Coordination and Local Consultation
D. Does the document indicate whether written comments were received during consultation and, if there were comments, that they are on file with the FAA region?	Yes	Appendix B, and supplemental volume, Supporting Information on Project Coordination and Local Consultation

**F.A.R. PART 150
NOISE EXPOSURE MAP CHECKLIST**

AIRPORT NAME: *Georgetown Municipal Airport
Georgetown, Texas*

REVIEWER: _____

	Yes/No/NA	Page No/ Other Reference
III. GENERAL REQUIREMENTS: [150.21]		
A. Are there two maps, each clearly labeled on the face with year (existing condition year and 5-year)?	Yes	See NEM Maps, Exhibits 1 & 2 after p. viii
B. Map currency:		
1. Does the existing condition map year match the year on the airport operator's submittal letter?	Yes	See Appendix E.
2. Is the 5-year map based on reasonable forecasts and other planning assumptions and is it for the fifth calendar year after the year of submission?	Yes	See Appendix E and 2003 NEM after p. viii, Chapter Three, p. 3-8, pp. 3-16 - 3-17
3. If the answer to 1 & 2 above is no, has the airport operator verified in writing that data in the documentation are representative of existing condition and 5-year forecast conditions as of the date of submission?	N/A	
C. If the NEM and NCP are submitted together:		
1. Has the airport operator indicated whether the 5-year map is based on 5-year contours without the program vs. contours if the program is implemented?	N/A	
2. If the 5-year map is based on program implementation:		
a. are the specific program measures which are reflected on the map identified?	N/A	
b. does the documentation specifically describe how these measures affect land use compatibilities depicted on the map?	N/A	
3. If the 5-year NEM does not incorporate program implementation, has the airport operator included an additional NEM for FAA determination after the program is approved which shows program implementation conditions and which is intended to replace the 5-year NEM as the new official 5-year map?	N/A	

**F.A.R. PART 150
NOISE EXPOSURE MAP CHECKLIST**

AIRPORT NAME: *Georgetown Municipal Airport
Georgetown, Texas*

REVIEWER: _____

	Yes/No/NA	Page No./ Other Reference
IV. MAP SCALE, GRAPHICS, AND DATA REQUIREMENTS: [A150.101, A150.103, A150.105, 150.21(a)]		
A. Are the maps sufficient scale to be clear and readable (they must not be less than 1" to 8,000'), and is the scale indicated on the maps?	Yes	See NEM Maps after p. viii
B. Is the quality of the graphics such that required information is clear and readable?	Yes	See NEM Maps after p. viii
C. Depiction of the airport and its environs.		
1. Is the following graphically depicted to scale on both the existing conditions and 5-year maps:		
a. airport boundaries?	Yes	See NEM Maps after p. viii
b. runway configurations with runway end numbers?	Yes	See NEM Maps after p. viii
2. Does the depiction of the off-airport data include:		
a. a land use base map depicting streets and other identifiable geographic features?	Yes	See NEM Maps after p. viii
b. the area within the 65 Ldn (or beyond, at local discretion)?	Yes	See NEM Maps after p. viii
c. clear delineation of geographic boundaries and the names of all jurisdictions with planning and land use control authority within the 65 Ldn (or beyond, at local discretion)?	Yes	See NEM Maps after p. viii
D. 1. Continuous contours for at least the 65, 70, and 75 Ldn?	Yes	See NEM Maps after p. viii
2. Based on current airport and operational data for the existing condition year NEM, and forecast data for the 5-year NEM?	Yes	See Appendix E and Chapter Three, p. 3-8, pp. 3-16 - 3-17
E. Flight tracks for the existing condition and 5-year forecast timeframes (these may be on supplemental graphics which must use the same land use base map as the existing condition and 5-year NEM), which are numbered to correspond to accompanying narrative?	Yes	See Appendix E and Chapter Three, Exhibits 3E, 3-F, and 3G after pp. 3-12 and 3-13
F. Locations of any noise monitoring sites (these may be on supplemental graphics which must use the same land use base map as the official NEMs)	Yes	Chapter Three, Exhibit 3A after p. 3-4
G. Noncompatible land use identification:		
1. Are noncompatible land uses within at least the 65 Ldn depicted on the maps?	Yes	See NEM Maps after p. viii
2. Are noise-sensitive public buildings identified?	Yes	See NEM Maps after p. viii

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NOISE EXPOSURE MAP CHECKLIST**

AIRPORT NAME: *Georgetown Municipal Airport
Georgetown, Texas*

REVIEWER: _____

	Yes/No/NA	Page No/ Other Reference
3. Are the noncompatible uses and noise-sensitive public buildings readily identifiable and explained on the map legend?	Yes	See NEM Maps after p. viii
4. Are compatible land uses, which would normally be considered noncompatible, explained in the accompanying narrative?	N/A	
V. NARRATIVE SUPPORT OF MAP DATA: [150.21(a), A150.1, A150.101, A150.103]		
A. 1. Are the technical data, including data sources, on which the NEMs are based adequately described in the narrative?	Yes	Chapter Three, pp. 3-7 - 3-13
2. Are the underlying technical data and planning assumptions reasonable?	Yes	Chapter Three, pp. 3-7 - 3-13
B. Calculation of Noise Contours:		
1. Is the methodology indicated?	Yes	Chapter Three, pp. 3-6 - 3-7
a. is it FAA approved?	Yes	Chapter Three, pp. 3-6 - 3-7
b. was the same model used for both maps?	Yes	Chapter Three, p. 3-7
c. has AEE approval been obtained for use of a model other than those which have previous blanket FAA approval?	N/A	
2. Correct use of noise models:		
a. does the documentation indicate the airport operator has adjusted or calibrated FAA-approved noise models or substituted one aircraft type for another?	No	Chapter Three, pp. 3-8 - 3-13. No calibrations done. Some composite aircraft descriptors used.
b. if so, does this have written approval from AEE?	N/A	All aircraft INM designators used are on AEE's pre-approved list of substitutions.
3. If noise monitoring was used, does the narrative indicate that Part 150 guidelines were followed?	Yes	Our measurement program is discussed in Chapter 3 and can be described as a "survey type" program. Please see FAA AC 150/5020-1, Noise Control and Compatibility Planning for Airports, pp. 12-17. Our results indicate reasonable agreement between measurements and INM predictions. Where the measured values deviated from INM predictions, it was explained by operations differing from average annual conditions

**F.A.R. PART 150
NOISE EXPOSURE MAP CHECKLIST**

AIRPORT NAME: *Georgetown Municipal Airport
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REVIEWER: _____

	Yes/No/NA	Page No/ Other Reference
4. For noise contours below 65 Ldn, does the supporting documentation include explanation of local reasons? (Narrative explanation is highly desirable but not required by the Rule.)	NA	
C. Noncompatible Land Use Information:		
1. Does the narrative give estimates of the number of people residing in each of the contours (Ldn 65, 70, and 75 at a minimum) for both the existing condition and 5-year maps?	Yes	Chapter Four, pp. 4-6 - 4-7, pp. 4-9- 4-10
2. Does the documentation indicate whether Table 1 of Part 150 was used by the airport operator?	Yes	Chapter Three, pp. 4-2 - 4-3
a. If a local variation to Table 1 was used;		
(1) does the narrative clearly indicate which adjustments were made and the local reasons for doing so?	N/A	
(2) does the narrative include the airport operators complete substitution for Table 1?	N/A	
3. Does the narrative include information on self-generated or ambient noise where compatible/noncompatible land use identification consider non-airport/aircraft sources?	No	
4. Where normally noncompatible land uses are not depicted as such on the NEMs, does the narrative satisfactorily explain why, with reference to the specific geographic areas?	N/A	
5. Does the narrative describe how forecasts will affect land use compatibility?	Yes	Chapter Four, pp. 4-6 - 4-10
VI. MAP CERTIFICATIONS: [150.21(b), 150.21(e)]		
A. Has the operator certified in writing that interested persons have been afforded adequate opportunity to submit views, data, and comments concerning the correctness and adequacy of the draft maps and forecasts?	Yes	Certification statements on NEM Maps and p. viii
B. Has the operator certified in writing that each map and description of consultation and opportunity for public comment are true and complete?	Yes	Certification statements on NEM Maps and p. viii

SPONSOR'S CERTIFICATION

The Noise Exposure Maps and accompanying documentation for Georgetown Municipal Airport, including the description of consultation and opportunity for public involvement, submitted in accordance with F.A.R. Part 150, are hereby certified as true and complete to the best of my knowledge and belief. It is further certified, to the best of my knowledge and belief, that adequate opportunity has been afforded interested persons to submit views, data, and comments concerning the correctness and adequacy of the Noise Exposure Maps and forecast aircraft operations.

Signed by

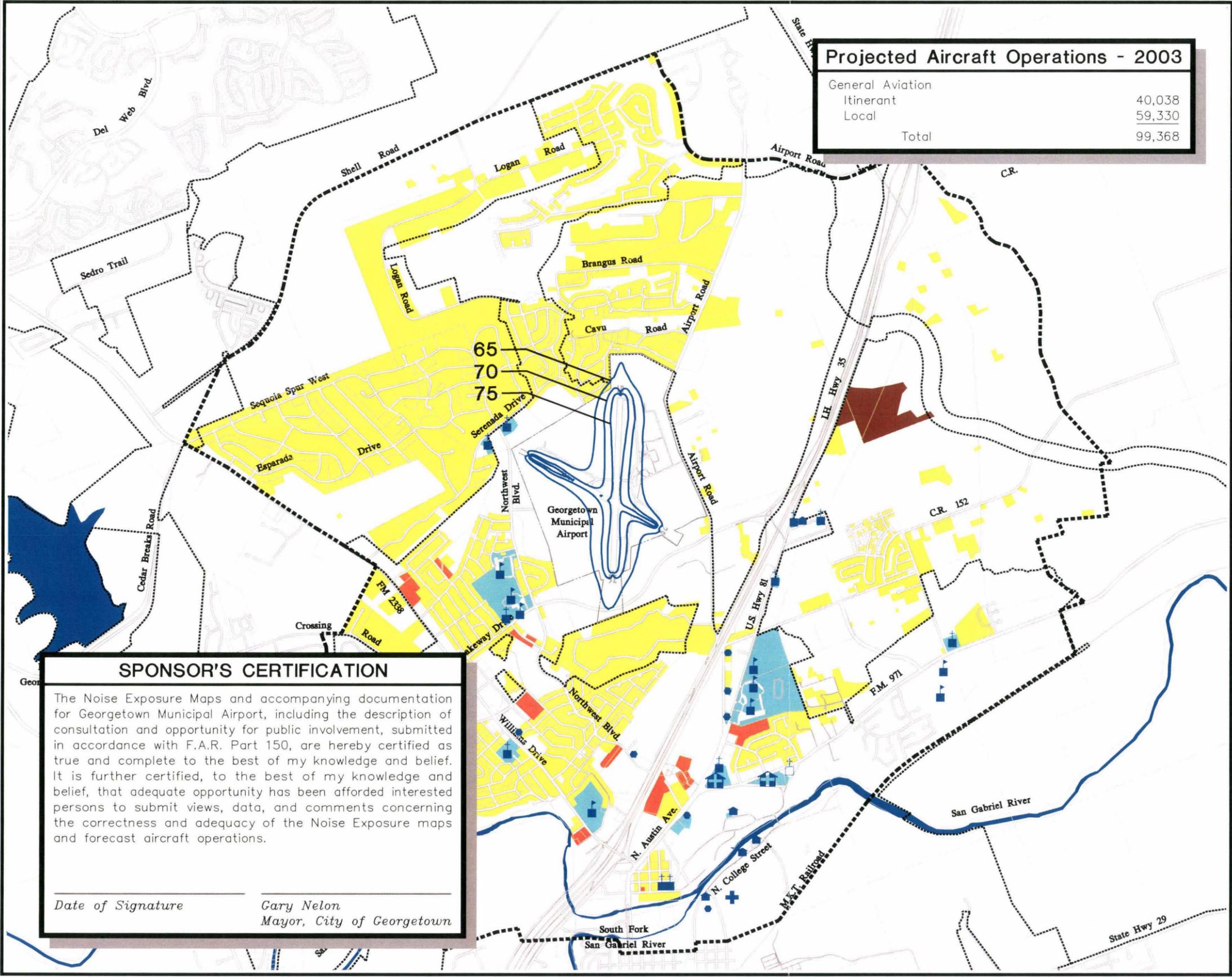
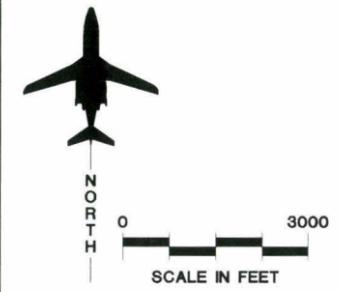
Gary Nelon – Mayor
City of Georgetown

Projected Aircraft Operations - 2003	
General Aviation	40,038
Itinerant	59,330
Local	99,368
Total	99,368

LEGEND

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- 2003 DNL Noise Exposure Contour, Significant Effect
- Residential Low Density
- Residential Medium Density
- Recreational Vehicle Park
- Noise Sensitive Institutions
- School
- Day Care Facility
- Community Center
- Residential Care Facility
- Place of Worship
- Cemetery

Source: Aerial Photography, dated April 4, 2001
 Corrigan Consulting, Inc.
 Coffman Associates Analysis.



SPONSOR'S CERTIFICATION

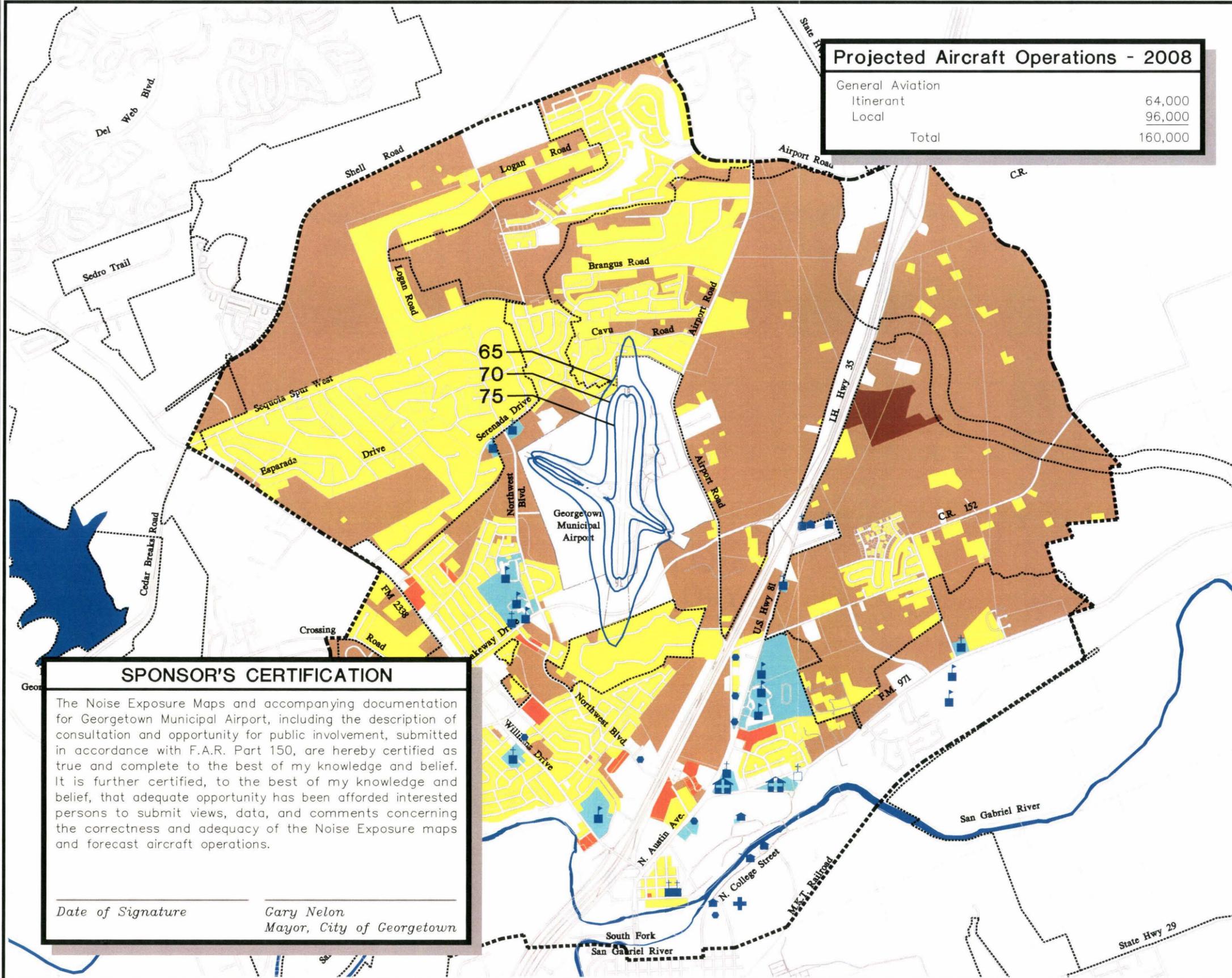
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 Date of Signature

 Gary Nelson
 Mayor, City of Georgetown

Projected Aircraft Operations - 2008

General Aviation	64,000
Itinerant	96,000
Local	160,000
Total	160,000



LEGEND

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- 2008 DNL Noise Exposure Contour, Significant Effect
- Residential Low Density
- Residential Medium Density
- Recreational Vehicle Park
- Noise Sensitive Institutions
- Proposed Development Areas
- School
- Day Care Facility
- Community Center
- Residential Care Facility
- Place of Worship
- Cemetery

Source: Aerial Photography, dated April 4, 2001
 Corrigan Consulting, Inc.
 City of Georgetown Century Plan,
 updated 1996.
 City of Georgetown Zoning Ordinance,
 April 26, 2000.
 Coffman Associates Analysis.

SPONSOR'S CERTIFICATION

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Date of Signature

Gary Nelson
 Mayor, City of Georgetown

