



1 INTRODUCTION

Part 150 of the Federal Aviation Regulations (FAR¹) “Airport Noise Compatibility Planning”² sets standards for airport operators to use in documenting noise exposure in the airport environs and establishing programs to minimize noise-related land use incompatibilities. A formal submission to the Federal Aviation Administration (FAA) under Part 150 includes documentation for two principal elements: (1) the Noise Exposure Maps (NEMs) and (2) the Noise Compatibility Program (NCP).

The Akron-Canton Airport (CAK) is situated in North Canton, OH, approximately midway between Akron and Canton, at the border between Summit and Stark Counties, as shown in Figure 1. The Akron-Canton Airport Authority operates CAK, and has conducted two previous Part 150 study efforts for it:

- 1988 Noise Exposure Map and Noise Compatibility Program submissions
- 1997 Noise Exposure Map and Noise Compatibility Program submissions³

Appendix A presents a copy of the FAA’s 1989 Record of Approval (ROA) for the 1988 Noise Compatibility Program submission. Appendix B presents the 1998 ROA for the 1997 submission.

These prior efforts reflect the Authority’s commitment to continuous monitoring, evaluation, and refinement of its noise-related efforts, to ensure they appropriately reflect and address current and anticipated conditions and needs. Consistent with this commitment, in 2012 the Authority retained Harris Miller Miller & Hanson Inc. (HMMH), in association with the CHA Consulting, Inc. (CHA), and Engage Public Affairs, LLC, to prepare an update to the Part 150 Study. The Authority pursued the update in parallel with a Master Plan Update Study, on which CHA is the lead consultant.⁴

At the FAA’s request, this document presents the updated Noise Exposure Map and revised Noise Compatibility Program submission in a single volume, with noise contours and related documentation for 2014 existing conditions, and 2019 five-year forecast conditions.

1.1 Part 150 Overview

Part 150 sets forth a process for airport proprietors to follow in developing and obtaining FAA approval of programs to reduce or eliminate incompatibilities between aircraft noise and surrounding land uses. Part 150 prescribes specific standards and systems for the following purposes:

- Measuring noise
- Estimating cumulative noise exposure
- Describing noise exposure (including instantaneous, single event, and cumulative levels)
- Coordinating with local land use officials and other interested parties
- Documenting the analytical process and development of the compatibility program

¹ Acronyms used in this document are listed in the “Table of Acronyms” on page xii.

² Codified as Title 14 Code of Federal Regulations (CFR) Part 150.

³ Harris Miller Miller & Hanson, Inc. in association with The Airport Technology and Planning Group, Inc., “Akron-Canton Regional Airport FAR Part 150 Update Noise Exposure Map” and “Akron-Canton Regional Airport FAR Part 150 Update Noise Compatibility Program,” 1997.

⁴ CHA is the overall prime contractor to the Authority for the two studies. At the outset of the study process, RWA Armstrong, Inc. was the overall prime contractor. CHA acquired RWA during the course of the study.



- Submitting documentation to the FAA
- FAA and public review processes
- FAA approval or disapproval of the submission

1.1.1 **Noise Exposure Map(s)**

Noise Exposure Map documentation 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 Noise Exposure Map documentation must address two time periods: (1) data representing the year of submission (the “existing conditions”) and (2) a forecast year that is at least five years following the year of submission (the “forecast conditions”). Part 150 requires more than simple “maps” to provide all the necessary information in a Noise Exposure Map. In addition to the graphics, requirements include extensive tabulated information and text discussion. The Noise Exposure Map documentation must describe the data collection and analysis undertaken in its development.

The year of submission for this update is 2014. Chapter 4 presents an existing-condition Noise Exposure Map for that year, and a 2019 five-year forecast-condition Noise Exposure Map with the existing Noise Compatibility Program. Section 10.6 presents revised Noise Exposure Maps for those two years with a proposed revised Noise Compatibility program. *The Akron-Canton Airport Authority requests that the FAA make a determination on these revised Noise Exposure Maps when the FAA publishes the Noise Compatibility Program Record of Approval.*

1.1.2 **Noise Compatibility Program**

The Noise Compatibility Program is essentially a list of the actions the airport proprietor proposes to undertake to minimize existing and future noise/land use incompatibilities. The Noise Compatibility Program documentation must describe the development of the program, each measure that the proprietor considered, the reasons the proprietor elected to include or exclude individual measures, the entities responsible for implementing each measure, implementation and funding mechanisms, and the predicted effectiveness of both individual measures and of the overall program.

Official FAA acceptance of the Part 150 submission and approval of the Noise Compatibility Program does not eliminate requirements for formal environmental assessment of any proposed actions pursuant to requirements of the National Environmental Policy Act (NEPA). However, FAA acceptance of the submission and approval of individual measures are prerequisites to application for funding of implementation actions.



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1.2 Project Roles and Responsibilities

Several groups are involved in the Part 150 update; primary groups included the Authority and its staff, the Part 150 Update Study Advisory Committee, the FAA, and the consulting team.

1.2.1 *Akron-Canton Airport Authority*

As the airport operator (or “proprietor”), the Authority has overall responsibility for all Part 150 related actions at CAK, including ultimate responsibility for determining what elements will be included in the revised Noise Compatibility Program when it is submitted to the FAA for review. The Authority is responsible for pursuing implementation of adopted measures.

CAK retained a team of consultants to conduct the technical work required to fulfill Part 150 analysis and documentation requirements, and to assist in public outreach and consultation.

1.2.2 *Part 150 Update Study Advisory Committee*

CAK established a Part 150 Update Study Advisory Committee to ensure that all appropriate outside entities and groups have official representation in the study process. The committee was the central focus of a comprehensive public consultation program, as described in Section 1.3.

The committee members covered all relevant “stakeholder” groups, including:

- Local land use control jurisdiction officials, from surrounding counties and municipalities
- Citizen representatives
- Airline, general aviation, Ohio Army National Guard (OANG), and other major aircraft operators
- Local business interests, including airport tenants and local chambers of commerce
- FAA representatives, including planning staff from the Detroit Airports District Office (ADO) and the CAK airport traffic control tower (ATCT), as discussed in Section 1.2.3
- CAK staff representatives
- Consulting team representatives, as discussed in Section 1.2.4

Advisory Committee members were responsible for representing their constituents throughout the study process, including commenting on the adequacy and accuracy of collected data, simplifying assumptions, and technical analyses. The Advisory Committee also served as a forum for the varied interest groups to discuss complex issues and share their perspectives on aircraft noise issues.

1.2.3 *Federal Aviation Administration*

The FAA has ultimate review authority over the Noise Compatibility Program submitted under Part 150. Their review encompasses the details of technical documentation as well as broader issues of safety and constitutionality of recommended noise abatement alternatives.

FAA involvement includes participation by staff from several agency offices.

The CAK **Airport Traffic Control Tower (ATCT)** provided significant input in several areas, including operational data from their files, judgment regarding safety and capacity effects of noise abatement measures, and input on implementation requirements.

The FAA’s **Detroit Airports District Office (ADO)** of the **Great Lakes Regional Office** (in Des Plaines, IL) provided overall procedural and regulatory guidance, was the conduit for soliciting review and input on more complex technical, regulatory, legal, or other matters from FAA’s **Washington headquarters**. The ADO will lead FAA review of this submission to determine its



compliance with applicable Part 150 requirements. When it has determined that the Noise Exposure Map elements are in compliance, it will announce the start of its review of the proposed Noise Compatibility Program and a public comment period, and ultimately provide a Record of Approval that approves or disapproves each proposed Noise Compatibility Program measure.

1.2.4 **Consulting Team**

As noted previously, three consulting firms collaborated to assist CAK with the Part 150 Update Study, in parallel with Master Plan Update Study.

CHA Consulting, Inc. (CHA) was prime contractor on the two studies and managed the Master Plan Update Study. For the Part 150 Update Study, CHA was responsible for the 2014 and 2019 activity forecasts and noise modeling fleet mixes (see Section 4.2), land use data collection, and analysis of compatible land use alternatives for the Noise Compatibility Program, coordination of the Part 150 and Master Plan Update Studies, and documentation and public-outreach assistance related to these tasks.

Harris Miller Miller & Hanson Inc. (HMMH) had overall responsibility for the Part 150 Update Study, including project management, consistency with Part 150 requirements, noise measurement (Section 3), noise modeling (Section 4), development of all modeling inputs other than the activity forecasts and fleet mixes, identification and analysis of noise abatement alternatives, and lead responsibility for public outreach and study documentation.

Engage Public Affairs, LLC assisted with public outreach administration and documentation.

1.3 **Public Consultation**

The Authority conducted the Part 150 Update Study in a highly “transparent” fashion, including the following consultation elements that significantly exceed minimum Part 150 requirements, to provide opportunities for all interested parties to both follow the study and be directly involved.

- Six Advisory Committee meetings and Authority briefings
- Material posted on the CAK website
- Three workshops open to the general public
- Informational newsletters distributed prior to each workshop
- A final public hearing (held as part of the third workshop)

Chapter 11 and associated appendices document the public consultation process in detail.

1.4 **FAA Noise Exposure Map and Noise Compatibility Program Checklists**

FAA Advisory Circular 150/5020, “Airport Noise and Land Use Compatibility Planning” provides guidance to airports and other interested parties to consider in preparing a Part 150 study. The Advisory Circular includes checklists for FAA’s internal use in reviewing Noise Exposure Map and Noise Compatibility Program submissions. The FAA prefers that Part 150 documentation include completed copies of the checklists. Table 1 presents the Noise Exposure Map checklist. Table 2 presents the Noise Compatibility Program checklist. As requested by the FAA’s Detroit ADO staff, these two tables identify the locations in this document that address each line item, with comments as relevant.



Table 1 Part 150 Noise Exposure Map Checklist

Source: FAA

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST-PART I			
Airport Name: Akron-Canton Airport	Reviewer:		
	Yes/No/ NA	Page/Other Reference	Notes/ Comments
I. IDENTIFICATION AND SUBMISSION OF MAP DOCUMENT			
A. Is this submittal appropriately identified as one of the following, submitted under Part 150:			
1. a Noise Exposure Map only	No		
2. a Noise Exposure Map and Noise Compatibility Program	Yes	Section 1, page 1	Revised NEM and NCP
3. a revision to Noise Exposure Maps FAA has previously determined to be in compliance with Part 150?	Yes	Section 1, page 1	
B. Is the airport name and the qualified airport operator identified?	Yes	Cover, title page, and Certification page (iii)	
C. Is there a dated cover letter from the airport operator which indicates the documents are submitted under Part 150 for appropriate FAA determinations?	Yes	Cover letter	
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	Sec. 11 and Appendices K and L	
B. Identification:			
1. Are the consulted parties identified?	Yes	Section 11	
2. Do they include all those required by 150.21(b) and 150.105(a)?	Yes		
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	Certification (page iii), Section 11.1 and Appendices F, M, and N	
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	Section 11.1 and App. F, M, and N	
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	Figure 36 presents the 2014 Map with the Existing NCP.	Figure 37 presents the 2019 Map with the Existing NCP.
B. Map currency:			
1. Does the existing condition map year match the year on the airport operator's submittal letter?	Yes	2014	
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	Sec. 4.2 and App. C document the forecasts.	
3. If the answer to 1 and 2 above is no, has the airport operator verified in writing that data in the documentation are representative of existing conditions and 5-year forecast conditions as of the date of submission?	NA		
C. If the Noise Exposure Map and Noise Compatibility Program are submitted together:			



FAR PART 150 NOISE EXPOSURE MAP CHECKLIST-PART I			
Airport Name: Akron-Canton Airport		Reviewer:	
	Yes/No/NA	Page/Other Reference	Notes/Comments
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?	Yes (both versions are provided)	Fig. 37 presents the 2019 Map with the <i>Existing</i> NCP. Fig. 66 presents the 2019 Map with the <i>Revised</i> NCP.	For informational purposes, Figure 65 on page 217 also presents the 2014 Map with the <i>Revised</i> NCP.
2. If the five year map is based on program implementation:			
a. are the specific program measures which are reflected on the map identified?	Yes	Section 10.1 identifies noise abatement measures. Section 10.2 identifies land use measures.	
b. does the documentation specifically describe how these measures affect land use compatibilities depicted on the map?	Yes	Section 10.7 and Table 44	Change is within 60-65 dB DNL only.
3. If the 5-year Noise Exposure Map does not incorporate program implementation, has the airport operator included an additional Noise Exposure Map for FAA determination after the program is approved which shows program implementation conditions and which is intended to replace the 5-year Noise Exposure Map as the new official 5-year map?	Yes (both versions are provided)	Fig. 37 presents the 2019 Map with the <i>Existing</i> NCP. Fig. 66 presents the 2019 Map with the <i>Revised</i> NCP.	Figure 66 is intended to serve as the 5-year map after the FAA approves the revised program.
IV. MAP SCALE, GRAPHICS, AND DATA REQUIREMENTS: [A150.101, A150.103, A150.105, 150.21(A)]			
A. Are the maps of sufficient scale to be clear and readable (they must be not be less than 1" to 2,000'), and is the scale indicated on the maps?	Yes (1" to 2,000')	Flight track figures at 1" to 2,000' will be provided in a pocket inside the rear cover in the final submission	
B. Is the quality of the graphics such that required information is clear and readable?	Yes	GIS-based, parcel-level detail	
C. Depiction of the airport and its environs.			
1. Is the following graphically depicted to scale on both the existing condition and 5-year maps:			
a. airport boundaries	Yes	All contour figures and NEMs	
b. runway configurations with runway and numbers	Yes	All contour figures and NEMs	
2. Does the depiction of the off-airport data include:			
a. a land use base map depicting streets and other identifiable geographic features	Yes	All contour figures and NEMs	
b. area within 65 DNL (or beyond, at local discretion.)	Yes (beyond)	60 dB DNL shown for informational purposes, with FAA approval.	
c. clear delineation of geographic boundaries and the names of all jurisdictions with planning and land use control authority within the 65 DNL (or beyond, at local discretion).	Yes	All contour figures and NEMs	
D. 1. Continuous contours for at least DNL 65, 70, and 75?	Yes	Also DNL 60, as noted in C.2.b.	
2. Based on current airport and operational data for the existing condition year Noise Exposure Map, and forecast data for the 5-year Noise Exposure Map?	Yes	Sec. 4 presents modeling inputs in detail.	Sec. 4.2 and App. C document the forecasts.
E. Flight tracks for the existing condition and 5-year forecast time frames (these may be on supplemental graphics which must use the same land use base map as the existing condition and 5-year Noise Exposure Map), which are numbered to correspond to accompanying narrative?	Yes	Section 4.7, Figures 32 - 35, and Tables 10 - 13	



FAR PART 150 NOISE EXPOSURE MAP CHECKLIST-PART I			
Airport Name: Akron-Canton Airport		Reviewer:	
	Yes/No/NA	Page/Other Reference	Notes/Comments
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 Noise Exposure Maps)	Yes	Section 3, and Figure 12 and other maps Measurements were <i>not</i> used in modeling.
G.	Noncompatible land use identification:		
1.	Are noncompatible land uses within at least the 65 DNL depicted on the maps?	Yes	No noncompatible land uses within 65 DNL. All land uses considered compatible within 60-65 DNL.
2.	Are noise sensitive public buildings identified?	Yes	No noise sensitive buildings.
3.	Are the noncompatible uses and noise sensitive public buildings readily identifiable and explained on the map legend?	Yes	No noncompatible land uses or sensitive buildings within contours.
4.	Are compatible land uses, which would normally be considered noncompatible, explained in the accompanying narrative?	NA	All land uses compatible with FAA guidelines, which have been adopted as the local standard.
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 Noise Exposure Maps are based, adequately described in the narrative?	Yes	Sec. 4 presents modeling inputs in detail. Sec. 4.2 and App. C document the forecasts.
2.	Are the underlying technical data and planning assumptions reasonable?	Yes	Advisory Committee (including FAA) carefully vetted all assumptions. FAA approved forecast.
B.	Calculation of Noise Contours:		
1.	Is the methodology indicated?	Yes	INM 7.0(d)
a.	is it FAA approved?	Yes	INM 7.0(d)
b.	was the same model used for both maps?	Yes	INM 7.0(d)
c.	has AEE approval been obtained for use of a model other than one with previous blanket FAA approval?	NA	
2.	Correct use of noise models:		
a.	does the documentation indicate the airport operator adjusted or calibrated FAA-approved noise models or substituted one aircraft type for another?	Yes	No model adjustment or calibration. FAA approved all substitutes, as documented in Appendix E.
b.	if so, does this have written approval from AEE?	Yes	
3.	If noise monitoring was used, does the narrative indicate that Part 150 guidelines were followed?	Yes	Section 3.2.2
4.	For noise contours below 65 DNL, does the supporting documentation include explanation of local reasons? (Narrative explanation is desirable but not required.)	Yes	As noted in Section 2.4, FAA approved showing 60 DNL "for informational purposes only."
C.	Noncompatible Land Use Information:		
1.	Does the narrative give estimates of the number of people residing in each of the contours (DNL 65, 70 and 75, at a minimum) for both the existing condition and 5-year maps?	Yes	Sections 5.2 and 10.7, and Tables 14, 43, and 44 Only residents are within 60-65 dB DNL.
2.	Does the documentation indicate whether Table 1 of Part 150 was used by the airport operator?	Yes	Section 2.4 Table 1 of Part 150 is used.
a.	If a local variation to Table 1 was used:	NA	No variation.
(1)	does the narrative clearly indicate which adjustments were made and the local reasons for doing so?	NA	
(2)	does the narrative include the airport operator's complete substitution for Table 1?	NA	



FAR PART 150 NOISE EXPOSURE MAP CHECKLIST-PART I			
Airport Name: Akron-Canton Airport		Reviewer:	
	Yes/No/ NA	Page/Other Reference	Notes/ Comments
3. Does the narrative include information on self-generated or ambient noise where compatible/noncompatible land use identifications consider non-airport/aircraft sources?	No		
4. Where normally noncompatible land uses are not depicted as such on the Noise Exposure Maps, does the narrative satisfactorily explain why, with reference to the specific geographic areas?	NA		
5. Does the narrative describe how forecasts will affect land use compatibility?	Yes	Section 10.7, and Table 44	Only change is reduction in population within 60-65 dB DNL.
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 page (iii)	Also see Section 11.
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 page (iii)	Also see Section 11.



Table 2 Part 150 Noise Compatibility Program Map Checklist
Source: FAA

FAR PART 150 NOISE COMPATIBILITY PROGRAM CHECKLIST--PART I			
Airport Name: <u>Akron-Canton Airport</u>		REVIEWER:	
	Yes/No/NA	Page/Other Reference	Notes/Comments
I. IDENTIFICATION AND SUBMISSION OF PROGRAM:			
A. Submission is properly identified:			
1. FAR 150 NCP?	Yes	Section 1, p. 1	
2. NEM and NCP together?	Yes	Section 1, p. 1	
3. Program Revision?	Yes	Section 1, p. 1	
B. Airport and Airport Operator's name identified?	Yes	Cover, title page, certification page (iii)	
C. NCP transmitted by airport operator's cover letter?	Yes	Cover letter	
II. CONSULTATION: [150.23]			
A. Documentation includes narrative of public participation and consultation process?	Yes	Sec. 11 (p. 225) and Appendices K and L	
B. Identification of consulted parties:			
1. all parties in 150.23(c) consulted?	Yes	Sections 8.3.4 and 11	
2. public and planning agencies identified?	Yes		
3. agencies in 2., above, correspond to those indicated on the NEM?	Yes	Maps clearly label jurisdictions.	
C. Satisfies 150.23(d) requirements:			
1. documentation shows active and direct participation of parties in B., above?	Yes	Sections 8.3.4 and 11, and Appendices F, K, L, M, and N	
2. active and direct participation of general public?	Yes		
3. participation was prior to and during development of NCP and prior to submittal to FAA?	Yes		
4. indicates adequate opportunity afforded to submit views, data, etc.?	Yes		
D. Evidence included of notice and opportunity for a public hearing on NCP?	Yes	Section 11.1.2, Appendix L.3, and Appendix M	
E. Documentation of comments:			
1. includes summary of public hearing comments, if hearing was held?	Yes	Appendix M	
2. includes copy of all written material submitted to operator?	Yes	Appendices F, K, M, and N	
3. includes operator's response/disposition of written and verbal comments?	Yes	Sections 7.6, 11.1, and Appendix N	
F. Informal agreement received from FAA on flight procedures?	Yes	Section 7.9 and Figure 59	
III. NOISE EXPOSURE MAPS: [150.23, B150.3; 150.35(f)] (This section of the checklist is not a substitute for the Noise Exposure Map checklist. It deals with maps in the context of the Noise Compatibility Program submission.)			
A. Inclusion of NEMs and supporting documentation:			
1. Map documentation either included or incorporated by reference?	Yes	10.6 and 10.7	
2. Maps previously found in compliance by FAA?	No		
3. Compliance determination still valid?	No		
4. Does 180-day period have to wait for map compliance finding?	Yes		
B. Revised NEMs submitted with program: (Review using NEM checklist if map revisions included in NCP submittal)			
1. Revised NEMs included with program?	Yes	10.6 and 10.7	



FAR PART 150 NOISE COMPATIBILITY PROGRAM CHECKLIST--PART I			
Airport Name: <u>Akron-Canton Airport</u>		REVIEWER:	
	Yes/No/NA	Page/Other Reference	Notes/Comments
2. Has airport operator requested FAA to make a determination on NEM(s) when NCP approval is made?	Yes	Sections 1.1.1 and 10.6	
C. If program analysis uses noise modeling:			
1. INM, HNM or FAA-approved equivalent?	Yes	INM 7.0(d)	
2. Monitoring in accordance with A150.5?	Yes	Section 3.2.2	
D. Existing condition and 5-year maps clearly identified as the official NEMs?		Fig. 36 on p. 95 presents the 2014 Map with the Existing NCP. Fig. 65 on p. 217 presents the 2014 Map with the Revised NCP.	Fig. 37 on page 97 presents the 2019 Map with the Existing NCP. Fig. 66 on p. 219 presents the 2019 Map with the Revised NCP.
IV. CONSIDERATION of ALTERNATIVES: [B150.7, 150.23(e)]			
A. At a minimum, are the alternatives below considered?			
1. land acquisition and interests therein, including air rights, easements, and development rights?	Yes	Sections 8.2.1, 8.2.3, and 8.4	Previous measures are no longer applicable.
2. barriers, acoustical shielding, public building soundproofing	Yes	Sections 7.6.5, 7.6.6, 7.6.7, 7.6.11, and 8.2.2	
3. preferential runway system	Yes	Sections 7.3, 7.7, 7.8, 7.9, 7.10, and 10.1.9	
4. flight procedures	Yes	Sections 7.4.2, 7.4.4, 7.4.5, and 7.6.4	
5. restrictions on type/class of aircraft (at least one restriction below must be checked): a. deny use based on Federal standards b. capacity limits based on noisiness c. noise abatement takeoff/approach procedures d. landing fees based on noise or time of day e. nighttime restrictions	Yes	Sections 7.4.1, 7.6.9, and 7.6.10	
6. Responsible implementing authority identified for each considered alternative?	Yes	Sections 10.1, 10.2, and 10.3	
7. Other FAA recommendations	NA		
B. Responsible implementing authority identified for each considered alternative?	Yes	Sections 10.1, 10.2, and 10.3	
C. Analysis of alternative measures:			
1. measures clearly described?	Yes	Sections 7, 8, 9, and 10	
2. measures adequately analyzed?	Yes		
3. adequate reasoning for rejecting alternatives?	Yes		
D. Other actions recommended by the FAA?	NA		
V. ALTERNATIVES RECOMMENDED for IMPLEMENTATION: [150.23(e), B150.7(c); 150.35(b), B150.5]			
A. Document clearly indicates:			
1. alternatives recommended for implementation?	Yes	Section 10 and Appendix I	
2. final recommendations are airport operator's, not those of consultant or third party?	Yes	Section 10	
B. Do all program recommendations:			
1. relate directly or indirectly to reduction of noise and noncompatible land uses?	Yes	Sections 7, 8, 9, and 10	
2. contain description of contribution to overall effectiveness of program?	Yes		



FAR PART 150 NOISE COMPATIBILITY PROGRAM CHECKLIST--PART I			
Airport Name: <u>Akron-Canton Airport</u>		REVIEWER:	
	Yes/No/NA	Page/Other Reference	Notes/Comments
3. noise/land use benefits quantified to extent possible?	Yes		
4. include actual/anticipated effect on reducing noise exposure within noncompatible areas shown on NEM?	Yes		
5. effects based on relevant and reasonable expressed assumptions?	Yes		
6. have adequate supporting data to support its contribution to the noise/land use compatibility?	Yes		
C. Analysis appears to support program standards set forth in 150.35(b) and B150.5?	Yes	Sections 10.4 and 10.5	
D. When use restrictions are recommended:			
1. Are alternatives with potentially significant noise/compatible land use benefits thoroughly analyzed so that appropriate comparisons and conclusions can be made?	NA		
2. use restrictions coordinated with APP-600 prior to making determination on start of 180-days?	NA		
E. Do the following also meet Part 150 analytical standards?:			
1. formal recommendations which continue existing practices?	Yes	Sections 7.10, 8.4, 9.8, and 10, and Appendix I	
2. new recommendations or changes proposed at end of Part 150 process?	Yes	Sections 10.2.1 and 10.1.9, and Appendix I	
F. Documentation indicates how recommendations may change previously adopted plans?	Yes	Sections 7.10, 8.4, 9.8, and 10, and Appendix I	
G. Documentation also:			
1. identifies agencies which are responsible for implementing each recommendation?	Yes	Section 10 addresses these items for each program measure. Section 10.1 addresses noise abatement measures. Section 10.2 addresses land use measures. Section 10.3 addresses program management measures	
2. indicates whether those agencies have agreed to implement?	Yes		
3. indicates essential government actions necessary to implement recommendations?	Yes		
H. Time frame:			
1. includes agreed-upon schedule to implement alternatives?	Yes		
2. indicates period covered by the program?	Yes		
I. Funding/Costs:			
1. includes costs to implement alternatives?	Yes		
2. includes anticipated funding sources?	Yes		
VI. PROGRAM REVISION: [150.23(e)(9)] Supporting documentation includes provision for revision?	Yes	Section 10.3.7	



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