Changes in airport operations, airspace procedures, aviation infrastructure, and technology can have impacts on communities. Part 150 studies and community roundtables are two methods by which airports and the FAA can help communities understand and participate in recommending changes to aviation services in their community.[1] There are benefits to each approach, and many airports could be well-served by employing both strategies in a complementary manner. For example, an airport that is preparing to update its Part 150 program may be well-supported if there is already an effective roundtable in place, leading to more effective community participation in the Part 150 process. Similarly, a community roundtable may benefit from the periodic benchmarking and documentation of conclusions in a formal, approved Part 150 Noise Compatibility Program.

Since 1983, more than 275 airports nationwide have taken advantage of the voluntary Part 150 Noise Compatibility Program, which provides a structured process for airports to engage with communities, airlines and other user groups as well as the FAA, with the goal of reducing incompatible land uses. A Part 150 study is a discrete undertaking intended to involve all stakeholders in evaluating current and future noise impacts, and identifying measures to mitigate them. It can result in recommendations for strategies to improve noise compatibility of existing and future development around airports such as changes in flight procedures and local zoning, land acquisition, sound insulation, and others. Federal funding for some solutions, such as sound insulation, require a Part 150 study.   The Part 150 noise compatibility planning program is documented in 14 CFR Part 150 and in a supporting FAA Advisory Circular, which is available online at:

https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5020-1

Roundtables offer another way for communities to engage with airports to discuss aircraft noise and other airport issues affecting the communities. The term "roundtable" in this context generally refers to a voluntarily-established organization representing multiple communities and stakeholders over a sustained period of time. A community can establish a community roundtable to serve as a clearinghouse and forum for discussing a broad range of issues even beyond noise. Roundtables can also yield a wide range of community recommendations to the airport, airlines, FAA (ideally in coordination with the airport), zoning authorities, or other stakeholders for noise mitigation and noise abatement strategies. There are a number of different structures and models for roundtables, which have evolved over a period of over 30 years. In some cases, they may be sponsored and supported by the airport operator. In other cases, they are organized by local governments or the communities themselves. A roundtable enables communities and airports to have continuing dialogue on airport noise and other airport issues.

The table on the following page highlights major aspects of each approach:

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[1] There are other ways in which airports and the FAA can collaborate, coordinate and communicate with the communities in the vicinity of airports, including project-specific community outreach committees, open houses, and regular public meetings.

Comparison of Part 150 and Community Noise Roundtables

	Part 150	Community Roundtable
Primary Goal	Provides an approach for airport operators, airlines, pilots, communities, and the FAA to work together to reduce the number of people living in significantly noise-impacted areas.	An ongoing forum for dealing with airport issues such as noise and fostering effective relationships among neighboring communities, airlines, the FAA and other stakeholders.
Community Outreach	Community involvement is guided by the regulation—Part 150 requires that members of the public have an opportunity for active and direct participation in the process through public meetings and hearings.	The extent of any given community's involvement (e.g. membership and representation) is typically guided by the roundtable's internally developed bylaws.
FAA Involvement	FAA's involvement is determined by the regulatory process. FAA also reviews airport sponsor/local government's proposed measures.	FAA representatives can participate in roundtable meetings to provide technical information and advice, but are not members and do not vote on roundtable recommendations.
Geographic Scope	Part 150 only applies to areas in the immediate vicinity of an airport that are within the 65 DNL noise contour.	The geographic extent of any given roundtable is guided by the roundtable's internally developed bylaws.
Federal Financial Support	FAA can provide financial and technical support for the process (including expert consulting support) through the Airport Improvement Program.	No existing FAA funding mechanism.
Expected outcomes	Results in a documented, publicly accessible Noise Compatibility Plan (NCP) to enhance noise compatibility. The resulting NCP is not an FAA document; however, the FAA issues an approval of the NCP.	Seeks to engage the community in dialogue about many different airport concerns, which may result in recommendations to an airport or FAA.
Managing Expectations	Typically managed by a qualified consultant experienced in Part 150 studies. Requires careful communication to manage expectations about a Noise Compatibility Plan (NCP) and its implementation.	Requires careful management of expectations about how community opinion will be considered and acted on.
Process and Airport Participation	The decision about whether to conduct a Part 150 process is voluntary on the part of the airport sponsor, and the resulting NCP is not an FAA document; however, the FAA issues an approval of the recommended program measures.	Does not necessarily provide a structured process for airport operators, airlines, pilots, neighboring communities, and the FAA to work together. Participation is voluntary.
Duration	The airport sponsor may or may not continue to maintain the technical or general committees after the NCP is approved by the FAA and the study is therefore concluded.	Typically, an ongoing forum without a defined end-point and unrelated to a particular project.
Contact	Local Airports District Office	Regional Administrator