

Part 150: Records of Approval

Four Corners Regional Airport, Four Corners, New Mexico

Approved on 7/8/02

Statements within the program measures below summarize as closely as possible the airport operator's recommendations contained in the Noise Compatibility Plan (NCP). The statements within the summaries, which precede the indicated FAA approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA. The page numbers in parentheses cross-reference the submitted document/addenda.

The approvals listed herein include approvals of actions that the City of Farmington recommends be taken by the FAA. The approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

Recommendation #1: Perform acoustical improvements to the engine run-up enclosure (ERE). Section 6.0, page 6-1

Acoustical improvements to the ERE are recommended to decrease the impact of nighttime engine maintenance run-ups on off-airport land uses. The recommended improvements include adding sound absorptive material to remaining surface areas of the existing wall, the incremental increase in height and length of the walls and to cover the additional wall area with sound absorptive panels. The estimated cost of these improvements is \$301,000. In addition, it is recommended that a sound absorptive partial roof canopy and rubber matting on top of the pavement surface be installed at an estimated cost of \$92,400. The total estimated cost for NCP Measure Number 1 is \$393,400.

FAA Action: Approved. These improvements will help reduce the impact of nighttime noise upon communities in the vicinity of the airport.

Recommendation #2: Promote the use of Shiprock Airstrip and Navajo State Park Airport as alternatives for a portion of Farmington (FMN) flight training operations. Section 6.5.3, page 6-10.

Shiprock Airstrip and Navajo State Park Airport are recommended as alternatives to using FMN for some flight training operations. The concerns about both facilities may be tempered by the fact that improvement projects are planned for the runway and airfield within five years at Shiprock and runway resurfacing in Summer 2001 at Navajo State Park. Though the small decrease in flight training operations expected from this recommendation would not affect the 2006 Future Condition Noise Exposure Map, the perception of a decrease in noise from neighbors of the airport is expected.

FAA Action: Disapproved pending receipt of additional information demonstrating consultation with the airport sponsors of the two recommended airports and a demonstration that encouraging the greater use of these two airports will not merely transfer noise from one sensitive land use to another. This disapproval reflects the absence of complete documentation for purposes of approval under part 150; it is not intended to prevent pilots from using the other airports to the

extent they are willing to accept the additional operations and to the extent pilots wish to use these airports.

Recommendation #3: Establish and require the use of pre-flight engine run up areas during the hours of 10:00 p.m. to 8:00 a.m. Section 6.5.4, page 6-11; sponsor clarification letter of 6/6/02.

It is recommended that a pre-flight engine run-up area be established for use by aircraft departing during the hours of 10:00 p.m. to 8:00 a.m. Aircraft departing during these hours and requiring a pre-flight run-up should either use the compass rose or de-ice pad. By doing so, the communities' exposure to aircraft run-up noise would be reduced during the nighttime and early morning hours. The following guidelines are suggested for safely utilizing the de-ice pad and compass rose as pre-flight run-up locations:

- a. All aircraft requiring pre-flight run-ups before departure between the hours of 10:00 p.m. and 8:00 a.m. will utilize either the de-ice pad or the compass rose for the completions of a pre-flight run-up per the following guidelines.
- b. The de-ice pad is designated the calm wind (wind less than 5 knots) and the easterly wind pre-flight run-up location.
- c. Aircraft utilizing the de-ice pad for a pre-flight run-up will be aligned with a magnetic heading of 70 degrees before commencement of the run-up.
- d. The compass rose is designated the westerly wind pre-flight run-up location.
- e. Aircraft utilizing the compass rose for a pre-flight run-up will be aligned with a magnetic heading of 250 degrees and will ensure that the east ramp area beyond the compass rose is clear of aircraft before commencement of the run-up. If aircraft are parked on the east ramp during westerly wind conditions, which precludes the use of the compass rose for pre-flight run-ups, the run-ups may be conducted at the appropriate runway end.

FAA Action: Approved as voluntary. Establishing these two locations as engine run-up areas for all nighttime and early morning pre-flight run-up activities, it will help reduce community noise exposure beyond the 55 dBA threshold, provided the stated guidelines are followed.

Recommendation #4: Recommend use of general aviation noise abatement procedures. Section 6.5.7, page 6-15; sponsor clarification letter of 6/6/02.

It is recommended that airport users be encouraged to use the NBAA Noise Abatement Procedures and AOPA's Noise Awareness Steps. It is anticipated that use of these procedures and recommendations could relieve the aircraft noise impacts to neighbors of FMN, particularly on the east side. Single-event analysis of LEAR 35 departures utilizing the NBAA's close-in noise abatement departure procedures reveal a 7 dBA SEL reduction in residential areas approximately 8,700 feet from the start of takeoff roll on Runway 5.

FAA Action: Approved as voluntary. This recommendation would be a voluntary action for general aviation operators; however, the noise analysis does indicate that a single event noise reduction can be obtained over noise sensitive residential areas adjacent to the airport. The general aviation noise abatement procedures can be found in Appendix C of the NCP.

Recommendation #5: Offer choice of: Transaction Assistance, Purchase of Easements, or Noise Insulation. Section 7.3.2.2, page 7-5; Section 7.3.2.3, page 7-6; and Section 7.3.3, page 7-9; sponsor clarification letter of 6/6/02.

It is recommended that homeowners be offered their choice of participation in one of the following three land use mitigation programs:

- a. Transaction Assistance
- b. Purchase of Avigation Easements, or
- c. Noise Insulation (in exchange for an Avigation Easement).

The eligible single-family residential parcels are shown in Figure 7-1, and include Parcel Numbers 38128, 22901, 22932, 28782, 27196, 26936, 31625, 31627, and 31630. Appendix D contains a listing of these properties.

The estimated cost of NCP Measure Number 5 is \$180,000. This estimate assumes all eligible homeowners participate in the most costly option (i.e. Noise Insulation).

FAA Action: Approved. Any of these three programs will offer residents an opportunity for those who prefer to relocate, remain in their homes and receive compensation for noise intrusions, or improve the internal environment of their homes through sound attenuation.

Recommendation #6: Extend the boundaries of LDN Zone 2. Section 7, page 7-12 to 7-13; sponsor clarification letter of 6/6/02.

It is recommended that the boundaries of LDN Zone 2, shown on the "Airport Land Use Regulation Map for Farmington Municipal Airport," be extended to include the areas shown on Figure 7.2. The "Airport Land Use Regulation Map for Farmington Municipal Airport" establishes the boundaries of the zones. According to the "Farmington Airport Land Use Zoning Ordinance," the boundaries of the zones should consider the projected growth of the airport.

Figure 7.2 shows the existing LDN Zone 2 boundaries, the proposed extension of those boundaries, which is based on the projected growth of the airport and inclusion of additional parcels within a "neighborhood" area (e.g., extending out to natural boundaries such as streets and property lines).

FAA Action: Approved. This recommendation addresses future growth of the airport by extending the zoning boundaries, offering further protection of neighborhood areas from noise intrusions. The primary purpose of zoning restrictions in the vicinity of airports is to provide protection from noise impacts to surrounding neighborhoods and to protect the navigable airspace needed to operate an airport safely and efficiently.

FAA ACTION: Approved 7/8/02.