

Part 150: Records of Approval

Little Rock National Airport, Little Rock, Arkansas

Approved on 7/19/04

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 that precede the indicated Federal Aviation Administration (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 Little Rock Municipal Airport Commission 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.

ELEMENT 1: EXTEND RUNWAY 04R/22L 1,050 FEET TO THE SOUTHWEST (Pages II-1 through II-8, A-1 through A-14, Table A-22). The 1999 extension of Runway 04L/22R resulted in a preference by air carrier pilots to utilize this longer runway in both flow directions, contradicting the "land left, depart right" preferential runway use program. Extension of Runway 04R/22L 1,050 feet to the southwest would equalize lengths of the parallel runways, allowing greater adherence to the existing preferential runway use program.

Element 1 is anticipated to reduce the impact from noise associated with Little Rock National Airport by 62 people and 28 residences.

FAA determination: Approved. The 1989 Master Plan addressed the need for runway 4R/22L as a noise abatement runway. However, since expansion of parallel runway 4L/22R in the late 1990's, air carrier operators have preferred using the longer parallel runway. Expansion of Runway 4R/22L is expected to promote an effective noise abatement preferential runway use program, shifting operations over less populated corridors.

ELEMENT 2: INSTRUCT PILOTS OF JET AIRCRAFT DEPARTING

RUNWAY 22R TO FLY NOISE ABATEMENT PROFILE PROCEDURES (Pages II-8 through II-9, A-19 through A-22, Table A-22).

Pilots of all jet aircraft departing from Runway 22R shall be instructed to hold runway heading until reaching the departure end of the runway (approximately 0.2 DME from the Runway 22R localizer/DME). Upon reaching the departure end of the runway, pilots shall be instructed to turn left to a heading of 155 or 180 degrees or right to a heading between 240 and 260 degrees as soon as safe and practicable. Pilots turning right shall be issued a heading of 250 degrees for noise abatement purposes when operationally feasible.

Coordination with the airport sponsor and FAA Air Traffic Division resulted in the following revision, which reflects the voluntary nature of noise abatement procedures:

PILOTS OF JET AIRCRAFT DEPARTING RUNWAY 22R SHOULD FLY RECOMMENDED NOISE ABATEMENT PROFILE PROCEDURES. Pilots of all jet aircraft departing from Runway 22R should hold runway heading until reaching the departure end of the runway (approximately 0.2 DME from the Runway 22R localizer/DME). Upon reaching the departure end of the runway, pilots should turn left to a heading of 155 or 180 degrees or right to a heading between 240 and 260 degrees as soon as safe and practicable. Pilots turning right should fly a heading of 250 degrees for noise abatement purposes when operationally feasible.

Element 2 is anticipated to reduce the impact from noise associated with Little Rock National Airport by up to 153 people, 201 residences, and 3 religious facilities.

FAA determination: Approved as voluntary.

**ELEMENT 3: INSTRUCT PILOTS OF JET AIRCRAFT DEPARTING
RUNWAY 22L TO FLY NOISE ABATEMENT PROFILE PROCEDURES**

(Pages II-9 through II-10, A-23 through A-26, Table A-22). In those rare situations when jet aircraft must depart from

Runway 22L, pilots shall be instructed to hold runway heading until 0.8 DME from the Runway 22R localizer/DME before turning.

Coordination with the airport sponsor and FAA Air Traffic Division resulted in the following revision, which reflects the voluntary nature of noise abatement procedures:

PILOTS OF JET AIRCRAFT DEPARTING RUNWAY 22L SHOULD FLY RECOMMENDED NOISE ABATEMENT PROFILE PROCEDURES. In those rare situations when jet aircraft must depart from

Runway 22L, pilots should hold runway heading until 0.8 DME from the Runway 22R localizer/DME before turning.

Element 3 is not anticipated to reduce the number of people or other noise sensitive receptors impacted by noise associated with Little Rock National Airport, but it will reduce overflights of a populated corridor.

FAA determination: Approved as voluntary.

**ELEMENT 4: INSTRUCT PILOTS OF JET AIRCRAFT DEPARTING WEST, NORTHWEST,
AND NORTH FROM RUNWAY 04R TO FLY NOISE ABATEMENT PROFILE PROCEDURES
(Pages II-10, A-30 through A-34, Table**

A-22). Pilots of all west, northwest, and northbound jet aircraft departing from Runway 04R shall be instructed to hold runway heading until 3.0 DME from the Runway 22R localizer/DME before turning.

Coordination with the airport sponsor and FAA Air Traffic Division resulted in the following revision, which reflects the voluntary nature of noise abatement procedures:

PILOTS OF JET AIRCRAFT DEPARTING WEST, NORTHWEST, AND NORTH FROM RUNWAY 04R SHOULD FLY RECOMMENDED NOISE ABATEMENT PROFILE PROCEDURES. Pilots of all west, northwest, and northbound jet aircraft departing from Runway 04R should hold runway heading until 3.0 DME from the Runway 22R localizer/DME before turning.

Element 4 is anticipated to reduce the number of people impacted by noise associated with Little Rock National Airport by 7 people and 3 residences in the forecast year timeframe.

FAA determination: Approved as voluntary.

ELEMENT 5: INSTRUCT PILOTS OF JET AIRCRAFT DEPARTING WEST, NORTHWEST, AND NORTH FROM RUNWAY 04L TO FLY NOISE ABATEMENT PROFILE PROCEDURES (Pages II-11, A-30 through A-34, Table

A-22). Pilots of all west, northwest and northbound jet aircraft (primarily aircraft under 75,000 pounds) departing from Runway 04L shall be instructed to hold runway heading until 3.0 DME from the Runway 22R localizer/DME before turning.

Coordination with the airport sponsor and FAA Air Traffic Division resulted in the following revision, which reflects the voluntary nature of noise abatement procedures:

PILOTS OF JET AIRCRAFT DEPARTING WEST, NORTHWEST AND NORTH FROM RUNWAY 04L SHOULD FLY RECOMMENDED NOISE ABATEMENT PROFILE PROCEDURES. Pilots of all west, northwest and northbound jet aircraft (primarily aircraft under 75,000 pounds) departing from Runway 04L should hold runway heading until 3.0 DME from the Runway 22R localizer/DME before turning.

Element 5 is anticipated to reduce the impact from noise associated with Little Rock National Airport by 6 people and 2 residences Table A-22, Page A-63.

FAA determination: Approved as voluntary.

ELEMENT 6: ENHANCE PILOT AWARENESS OF NOISE-SENSITIVE AREAS AND NOISE ABATEMENT PROCEDURES BY PROVIDING INFORMATION (Pages II-11 through II-12). Enhance pilot awareness of noise-sensitive areas and noise abatement procedures by providing information for Jeppesen charts, airline pilot manuals, the Airport/Facility Directory, and fixed base operator information.

FAA determination: Approved. Wording for publications and signage, and location of any on-airport signage, must be coordinated with the FAA before final issuance.

ELEMENT 7: ACQUIRE HOMES AND RELIGIOUS FACILITIES (pages III-2 through III-9, B-2 through B-6). The sponsor proposes to acquire homes and churches exposed to aircraft noise of DNL 70 and higher in all areas around the Airport, as well as those located within the 65 DNL and higher between the Airport and the Arkansas River. The sponsor proposes to

acquire additional residences that are adjacent to but outside the 65 DNL contour for the purpose of neighborhood equity. Logical boundaries were utilized (see Exhibits III-1 and III-1A).

Element 7 is anticipated to reduce the impact from noise associated with Little Rock National Airport by 171 people, 91 residences, and 3 religious facilities.

FAA determination: Approved. Beginning October 1, 1998, the FAA will approve under part 150 only remedial noise mitigation measures for existing noncompatible development and only preventive noise mitigation measures in areas of potential new noncompatible development. As of the same date, the ability to use AIP grants to carry out such measures will be affected to the extent that such remedial measures may not be approved under part 150.

ELEMENT 8: PROVIDE SOUND INSULATION (Pages III-9 through III-11, B-7 through B-10).

The sponsor proposes to provide sound insulation to property owners not interested in or eligible for participating in the voluntary land acquisition program, in areas exposed to aircraft noise of DNL 65-70. In return, the property owner will grant the airport sponsor an avigation easement (see Exhibits 1-7, III-1, III-1A,

III-1B, and III-1C). Element 8 is anticipated to reduce the impact from noise associated with Little Rock National Airport by 428 people, 192 residences, and 3 religious facilities.

FAA determination: Approved. Beginning October 1, 1998, the FAA will approve under part 150 only remedial noise mitigation measures for existing noncompatible development and only preventive noise mitigation measures in areas of potential new noncompatible development. As of the same date, the ability to use AIP grants to carry out such measures will be affected to the extent that such remedial measures may not be approved under part 150.

ELEMENT 9: ACQUIRE VACANT LAND ZONED FOR RESIDENTIAL USE (Pages III-11, B-2 through B-6). The sponsor proposes to acquire vacant land zoned for single-family residential land uses in areas exposed to aircraft noise of DNL 70 and higher in all areas around the Airport, as well as those located within the 65 DNL and higher between the Airport and the Arkansas River. The subject properties are small, undeveloped lots scattered throughout a residential area where existing homes are to be acquired.

FAA determination: Approved. Acquisition of these vacant properties would ensure that they are not converted to incompatible uses.

ELEMENT 10: STUDY INCORPORATION OF NOISE EXPOSURE DISCLOSURE INTO REAL ESTATE TRANSACTIONS (Pages III-11 through III-12, B-10 through B-11). Study the mechanism for and impact of incorporating noise exposure acknowledgements into real estate transactions. Under this measure, prospective homebuyers would be advised when a property is located within an area exposed to high levels of aircraft noise. Implementation would initially involve coordination with the City of Little Rock's planning and legal departments, and discussion and coordination with the local Board of Realtors and real estate organizations. A disclosure mechanism would be forwarded to the City Council for feasibility review and approval.

FAA determination: Approved for study.

ELEMENT 11: PREPARE A COMPREHENSIVE AIRPORT ENVIRONS PLAN (Pages III-12 through III-13, B-11). Prepare a comprehensive plan/airport environs plan for Little Rock National Airport. The Airport Commission would assist City departments and other jurisdictions in the airport environs in conducting further studies and implementing recommendations found effective for maintaining compatible land uses in current and potential flight corridors exposed to significant aircraft noise.

FAA determination: Approved.

ELEMENT 12: ENCOURAGE ADOPTION OF AN AIRPORT ENVIRONS OVERLAY DISTRICT ORDINANCE (Pages III-13 through III-15, B-11 through B-12). Encourage local jurisdictions in

the environs of Little Rock National Airport to adopt an airport environs overlay district ordinance. A sample ordinance is included in Appendix G.

FAA determination: Approved to the extent permitted land uses in any overlay district ordinance is consistent with Federal guidelines.

ELEMENT 13: ENCOURAGE REQUIREMENT FOR DEDICATION OF AVIGATION EASEMENTS AND RECORDING OF PLAT NOTES FOR NEW SUBDIVISIONS WITHIN AIRPORT ENVIRONS OVERLAY DISTRICT (Pages III-15, B-12 through B-14). Encourage local jurisdictions in the environs of Little Rock National Airport to amend their subdivision regulations to require the dedication of avigation easements and recording of plat notes for new subdivisions within the airport environs overlay district.

FAA determination: Disapproved for purposes of Part 150. However, this measure is within the authority of the local land use jurisdictions. Avigation easements will provide a measure of land use compatibility. Beginning October 1, 1998, the FAA will approve under part 150 only remedial noise mitigation measures for existing noncompatible development and only preventive noise mitigation measures in areas of potential new noncompatible development. As of the same date, the ability to use AIP grants to carry out such measures will be affected to the extent that such remedial measures may not be approved under part 150.

ELEMENT 14: ENCOURAGE REVISION OF BUILDING CODES TO INCLUDE SOUND INSULATION STANDARDS (Pages III-15 through III-16,

B-14). Encourage the amendment of building codes to incorporate provisions requiring sound insulation standards for noise-sensitive land uses being constructed or significantly remodeled in areas exposed to aircraft noise levels of DNL 65 and higher.

FAA determination: Disapproved for purposes of Part 150. However, this measure is within the authority of the local land use jurisdictions. Adequate sound attenuation will provide a measure of land use compatibility. Beginning October 1, 1998, the FAA will approve under part 150 only remedial noise mitigation measures for existing noncompatible development and only preventive noise mitigation measures in areas of potential new noncompatible development. As of the same date, the ability to use AIP grants to carry out such measures will be affected to the extent that such remedial measures may not be approved under part 150.