

Part 150: Records of Approval

Fort Smith Regional Airport, Arkansas

Approved on 9/9/97

Statements within the program measure 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 Fort Smith 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: MODIFY FLIGHT TRACKS (pages 11-4, 14-3). High performance aircraft, including military jet fighters and trainers are restricted to straight out takeoffs from Runways 7 and 25 until reaching 3,000 feet mean sea level, or approximately 3 nautical miles from the runway end.

DISAPPROVED PENDING SUBMITTAL OF ADDITIONAL INFORMATION. The benefits of Element 1 have not been quantified for review. Submittal of quantified benefits is required prior to approval. FAA notes that even though the word "restricted" is used by the airport operator in the measure, flight procedures may only be implemented by the FAA and do not restrict the pilot-in-command from deviations for safety reasons. Flight procedures are not restrictions under FAR Part 161.

ELEMENT 2: REQUEST PILOTS TO FLY NOISE ABATEMENT PROFILE PROCEDURES (pages 11-6 & 11-7, 14-3 & 14-4). Pilots of commercial jet liners or business jets will be asked to fly noise abatement procedures published in FAA Advisory Circular (AC) 91-53A or procedures published by the National Business Aircraft Association. Specifically, The distant noise abatement procedure described in the AC will be requested of commercial jet liner pilots.

DISAPPROVED PENDING SUBMITTAL OF ADDITIONAL INFORMATION. The benefits of Element 2 have not been quantified for review. Submittal of quantified benefits is required prior to approval.

ELEMENT 3: STANDARDIZE AFTERBURNER TAKEOFFS BY MILITARY AIRCRAFT (pages 11-7 & 11-8, 14-4 & 14-5). Military aircraft capable of performing afterburner takeoffs would have recommended procedures to disengage the afterburner mode at selected points after takeoff, such as the boundary of the airport.

DISAPPROVED PENDING SUBMITTAL OF ADDITIONAL INFORMATION. The benefits of Element 3 have not been quantified for review. Submittal of quantified benefits is required prior to approval.

ELEMENT 4: USE OF JET ENGINE HUSH HOUSES (pages 11-15,

14-5). It is recommended that military jet engine run-ups continue in the hush house facilities.

APPROVED. This is a continuation of existing Arkansas Air National Guard procedures to use jet engine hush houses for engine runups, which substantially reduce the noise created.

ELEMENT 5: OBTAIN AVIGATION EASEMENTS FOR NOISE SENSITIVE SITES (pages 12-18 & 12-19, 14-6). Obtain avigation easements from homeowners within the 75 DNL contour who may not wish to relocate and those between the 65-75 DNL contours.

APPROVED. In the text pages cited above for this element, the impact areas discussed for this mitigation measure fell within the 75 DNL and between the 65-70 DNL contours, inadvertently leaving out the area between the 70-75 DNL contours. The airport sponsor's letter dated July 24, 1997, corrects this oversight (see attached).

ELEMENT 6: ENACT NOISE DISCLOSURE REGULATIONS TO INFORM PROSPECTIVE BUYERS OF POTENTIAL NOISE EXPOSURE (pages 12-26 & 12-27, 14-6). The city of Fort Smith will take the lead in adopting noise disclosure regulations to ensure potential buyers are aware of an existing noise issue associated with properties for sale.

APPROVED. The effectiveness of this element is contingent upon the cooperation of surrounding jurisdictions with the city of Fort Smith.

ELEMENT 7: ENACT BUILDING CODE AMENDMENTS (pages 12-21 &

12-22, 14-7). Voluntary amendments would be made to the Uniform Building Code, which make provisions for noise attenuation.

APPROVED. The effectiveness of this element is contingent upon the cooperation of surrounding jurisdictions with the city of Fort Smith.

ELEMENT 8: PURCHASE OF NOISE SENSITIVE SITES (pages 12-12 through 12-16, 14-7). Three sites located within the 75 DNL contour, as identified in Figure 14.1, should be acquired.

DISAPPROVED PENDING SUBMITTAL OF ADDITIONAL INFORMATION. Figure 14.1 does not identify three parcels as described above, but two. Previous NCP figures depicting land uses around the airport indicate that the two parcels shown in Figure 14.1 are agricultural or open in nature, and therefore compatible land uses. Pending submittal of additional information indicating imminent noncompatible development of the two parcels shown in Figure 14.1, this element is disapproved. No determination may be made on third parcel discussed in this element until additional information is provided, detailing the parcel's location and use relative to the official Noise Exposure Maps.

ELEMENT 9: ESTABLISH NOISE OVERLAY ZONING DISTRICT FOR AIRPORT VICINITY (pages 12-6, 14-7). This action would establish noise overlay districts for the City of Fort Smith in the airport vicinity.

APPROVED. Establishment of noise overlay districts by the city would direct future land uses within the zones to be compatible with airport and aviation uses.

ELEMENT 10: NOISE PROGRAM MANAGEMENT BY EXISTING STAFF (pages 13-2, 14-8). This measure would place the day-to-day responsibilities for dealing with noise issues with the

Airport Commission and existing staff. Other departments within the city government should be available and utilized as needed for pertinent airport noise related issues.

APPROVED.

ELEMENT 11: CONTINUE PUBLIC INVOLVEMENT PROGRAM (pages 13-4 & 13-5, 14-9). Continue the work of the Advisory Committee through public workshops and committee meetings to address noise and land use issues.

APPROVED.

ELEMENT 12: SET UP A PERIODIC NOISE MONITORING PROGRAM (pages 13-5 & 13-6, 14-9). It is recommended this element be implemented to maintain the conditions created by other elements. Periodic checks and updates of the noise levels around the airport will be conducted to determine if changes have occurred which affect the noise exposure to the environment. This element will help the airport monitor its programs and improve or change the program as necessary by checking and verifying the location of the noise contours.

A periodic noise monitoring program would require the airport staff or a designated contractor to conduct the sampling at intervals deemed suitable by the Airport Commission. If the airport conducts the program, there would be a requirement to purchase or lease portable noise monitors.

APPROVED.

ELEMENT 13: NOISE PROGRAM REVIEW AND UPDATE (pages 13-7,

14-10). The Airport Commission and airport staff will periodically review the Part 150 Study NEMs and NCP to determine if an update of the program is required using the criteria of FAR Part 150, Subpart B.

APPROVED