

RECORD OF APPROVAL

Northwest Arkansas Regional Airport, Fayetteville, Arkansas

14 C.F.R. PART 150 NOISE COMPATIBILITY PROGRAM

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 Northwest Arkansas Regional Airport Authority 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.

The sponsor initially included in its NCP six land use recommendations. These include: 1) amending community plans and zoning ordinances; 2) requiring disclosure statements for those purchasing homes within the Airport Influence Area (AIA); 3) amending existing regulations to include specific sound attenuation requirements for newly-constructed homes within the AIA; 4) prohibiting sensitive land uses and places of assembly within the extended approach/departure path; 5) requiring the granting of aviation (noise) easements for noise-sensitive uses within the AIA; and 6) prohibiting the platting or construction of manufactured home parks within the AIA.

The 65 dB DNL contour does not extend beyond the boundaries of the airport and the NCP does not state that the airport sponsor has selected land use guidelines different from those in Table 1 of Part 150. Therefore, these six proposals involving property outside the contour are beyond the scope of Part 150. While there is some indication that the forecast year NEM was considered for these recommendations, the land use measures state the airport sponsor wants to use an "Airport Influence Area" which is broader than the NEM contours and which addresses safety considerations, as well as noise impacts.

Since these six recommendations are beyond the purview of Part 150, the sponsor elected to withdraw them from its NCP. However, it still intends to pursue their implementation.

The FAA recognizes that potentially new noncompatible land uses may include areas currently undergoing residential or other noncompatible construction, areas

zoned for residential or other noncompatible development where construction has not begun, and areas currently compatible but in danger of being developed noncompatibly or becoming noncompatible. While the six land use recommendations are beyond the purview of Part 150, the FAA encourages the sponsor and local authorities to implement prudent planning measures which would prevent, minimize and/or ameliorate future noise impacts.

PROGRAM MANAGEMENT RECOMMENDATIONS:

Program Recommendation 7: Operations Review and Part 150 Updates (NCP, p. G.18).

The sponsor proposes to reevaluate the FAR Part 150 Study at the end of five years. In addition, if there is a significant change in either aircraft types or numbers of operations, or significant new facilities, the sponsor proposes to update the study prior to the end of the five-year timeframe.

FAA determination: Approved.

Program Recommendation 8: Continuation of Study Advisory Committee in Some Capacity (NCP, p. G.20).

The sponsor proposes to develop a Planners Forum type committee to review proposed land use changes in the Airport Influence Area. The committee could be composed of planners representing the various jurisdictions, regional planners, airport staff and FAA Air Traffic Control representatives.

FAA determination: Approved.