

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

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

Shreveport Regional Airport

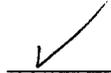
Shreveport, Louisiana



Regional Counsel, ASW-7

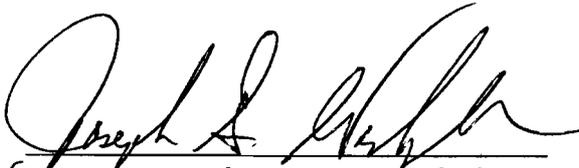
5/23/07

Date



Concur

Nonconcur



for Manager, Airports Division
ASW-600

5-24-07

Date



Approved

Disapproved

RECORD OF APPROVAL

Shreveport Regional Airport, Shreveport, Louisiana

14 Code of Federal Regulations (CFR) PART 150 NOISE COMPATIBILITY PROGRAM (NCP)

Statements within the program measures below summarize as closely as possible the airport operator's recommendations contained in the 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 Shreveport 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.

Program Recommendation 1: The Shreveport Airport Authority require that all aircraft undergoing run-up exercises at the Continental Airlines Maintenance facility be oriented such that the nose heading of the aircraft is approximately 140 degrees during the engine run-up (NCP, page 10-7).

FAA Determination: Disapproved for Purposes of Part 150.

The NCP states on page 10-7 that approximately 1,300 residents - primarily those within the Silver Pines and Meadow Park Heights areas - would benefit. However, according to the analysis presented on pages 8-8 and 8-9, Exhibit 8C, and page 9-7, there are no measurable adverse noise impacts associated with engine run-ups at the Continental facility, regardless of the direction the aircraft is pointed during engine run-up. A psychological benefit is suggested, but not substantiated. The analysis presented neither identifies significant noise impacts associated with engine run-ups at the Continental facility nor indicates that the proposed action would appreciably affect the Decibel Noise Level (DNL) 65 and greater noise contours.

Program Recommendation 2: The Shreveport Regional Airport should provide soundproofing and/or sales assistance for all non-compatible properties, including residential properties (excluding mobile homes and transient lodgings), schools, day-care facilities, hospitals and nursing homes, churches, auditoriums, and concert halls located inside the 2009 abated 65 DNL noise exposure contour, and adjacent the 2009 abated 70 DNL noise exposure contour, in the area generally located north of Greenwood Road, south of Jefferson-Paige Road, east of Pines Road, and west of I-220, and not otherwise soundproofed under the 1992 NCP. Specifically, these properties are located along the south side of Jefferson-Paige Road between I-220 and the intersection with Judy Lane; all properties located on Land-O-Trees Drive; and all properties located on Junior Place (west side of I-220 only). For properties in which the appropriate indoor noise level reduction cannot be achieved, the airport should work to acquire a noise and aviation easement from the property owner (NCP, pages 10-7 - 10-8, Exhibit 10B).

FAA Determination: Approved for Purposes of Part 150.

Approximately 62 residential properties/205 residents would be eligible. While NCP Exhibit 10B graphically presents the locations of pertinent streets, it does not provide the names of all the streets referenced in the text. Any Airport Improvement Program or Passenger Facility Charge applications regarding this recommendation must include detailed graphics and textual property location descriptions adequate to ensure that they are eligible for this recommendation as presented in the NCP.

Program Recommendation 3: The Shreveport Regional Airport should acquire non-compatible properties, including residential properties, and vacant lots located inside and adjacent the 2009 abated 65 DNL noise exposure contour in the Mooretown and Hollywood Heights areas located east of the Runway 23 threshold. Specifically, this area is bounded by Illinois Avenue on the north, Broadway Street on the east, Robin Hood Street on the south, and Kennedy Street/Hollywood Avenue (i.e., Airport property) on the west (NCP, page 10-8, Exhibit 10C).

FAA Determination: Approved in Part for Purposes of Part 150.

FAA approves the acquisition of all residential properties as described above and indicated to be purchased on Exhibit 10C. FAA also approves the acquisition of vacant infill lots south of Hollywood Avenue to improve the marketability of property for future compatible development, and only those vacant lots north of Hollywood Avenue which are directly associated with residential properties to be purchased under this NCP.

Acquisition of vacant lots north of Hollywood Avenue which are not directly associated with residential properties to be purchased under this NCP is disapproved pending further documentation justifying their acquisition for improved marketability purposes or prevention of imminent noncompatible development. Approximately 246 residential properties/1,000 residents and 126 residential lots would be eligible. The FAA notes that the legend for Exhibit 10C incorrectly identifies "Vacant property purchased under 2004 NCP". This should be "Vacant property to be purchased under 2004 NCP." While NCP Exhibit 10C graphically presents the locations of pertinent streets, it does not provide the names of all the streets referenced in the text. Any Airport Improvement Program or Passenger Facility Charge applications regarding this recommendation must include detailed graphics and textual property location descriptions adequate to ensure that they are eligible for this recommendation as presented in the NCP.

Program Recommendation 4: The Shreveport Regional Airport should provide soundproofing and/or sales assistance to all noncompatible properties, including residential properties (excluding mobile homes and transient lodgings), schools, day-care facilities, hospitals and nursing homes, churches, auditoriums, and concert halls located between Jewella Road and Lotus Lane; and along Jonathon Lane, Silver Pines, Amelia Lane, Millard Street, Wisteria Drive, Standard Oil Road, and Lotus Lane. This recommendation includes providing a sales assistance program for those residences in this area that have been soundproofed under the 1992 NCP. For properties in which the appropriate indoor noise level reduction cannot be achieved, the airport should work to acquire a noise and avigation easement from the property owner (NCP, pages 10-8 - 10-9, Exhibit 10D).

FAA Determination: Approved for Purposes of Part 150.

Approximately 189 residential properties/640 residents would be eligible for soundproofing/sales assistance. In addition, approximately 130 residential properties/440 residents which were soundproofed under the 1992 NCP would become eligible for sales assistance. While NCP Exhibit 10D graphically presents the locations of pertinent streets, it does not provide the names of all the streets referenced in the text. Any Airport Improvement Program or Passenger Facility Charge applications regarding this recommendation must include detailed graphics and textual property location descriptions adequate to ensure that they are eligible for this recommendation as presented in the NCP.

Program Recommendation 5: The Shreveport Regional Airport should acquire by voluntary fee simple acquisition 22 residential homes inside the 70 DNL noise exposure contour along Swan Loop Drive and Parkdale in Meadow Park Heights Subdivision and the residents relocated. The remainder of the residents in Meadow Park Heights Subdivision should be soundproofed and offered the sales assistance program. For properties in which the appropriate indoor noise level reduction cannot be achieved, as well as any properties in which the owner elects not to participate in the voluntary fee simple acquisition, the airport should work to acquire a noise and avigation easement from the property owner (page 10-9, Exhibits 10D and 10E).

FAA Determination: Approved for Purposes of Part 150.

Approximately 22 residences/76 resident would be eligible for fee simple acquisition. Approximately 74 residences /254 residents, as well as the 22 residences/76 residents offered acquisition, would be eligible for soundproofing/avigation easement/sales assistance. While NCP Exhibits 10D and 10E graphically present the locations of pertinent streets, it does not provide the names of all the streets referenced in the text. Any Airport Improvement Program or Passenger Facility Charge applications regarding this recommendation must include detailed graphics and textual property location descriptions adequate to ensure that they are eligible for this recommendation as presented in the NCP.

Program Recommendation 6: Contract with an outside consulting firm to conduct and oversee the continued implementation of the non-expenditure land use management measures of the 1992 NCP which form the basis for the current NCP update (NCP, page 10-10).

FAA Determination: Approved for Purposes of Part 150.

Many of the recommendations from the 1992 NCP have not been implemented or only partially implemented, due primarily to reliance upon understaffed airport personnel. Therefore, the contract should help ensure their implementation. Identified non-expenditure land use management measures include: 1) Work as a liaison between the Shreveport Airport Authority and the Metropolitan Planning Commission to ensure that recommended zoning changes and building codes are implemented in a timely manner; 2) Work as a liaison between the Shreveport Airport Authority and local realtor groups, builders associations, home mortgage lenders, advertising agencies, banks, etc. to produce an effective fair disclosure program; and 3) Work with the Shreveport Airport Authority to develop procedures for program monitoring, program update, noise complaint response, and plan review and evaluation.