

Part 150: Records of Approval

Tulsa International Airport, Tulsa, Oklahoma

Approved on 12/9/99

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 Tulsa Airports Improvement Trust 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 Element 1: Noise Concern/Citizen Liaison Program (NCP, p. G.12)

The sponsor proposes to continue its Noise Concern/Citizen Liaison Program to record all noise concerns received from citizens.

FAA determination: *Approved.*

Program Element 2: Update and Review the FAR Part 150 Study (NCP, p. G.13)

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

FAA Determination: *Approved.*

Program Element 3: Voluntary Acquisition of Residences (NCP, p. G.15)

The sponsor proposes to purchase, on a voluntary basis, isolated homes located north and west of the airport within the Existing Noise Exposure Map 65 DNL contour (Figure G2), and resell the properties for compatible land uses (see also Figures G3, G5 and G6 for more detail). There are approximately twelve (12) homes.

FAA Determination: *Approved.*

Program Element 4: Voluntary Sound Attenuation of Homes and Churches (NCP, p. G.17, Figures G1, G2, G3, G4 and G5)

The sponsor proposes to sound attenuate, on a voluntary basis, homes and churches which are economically feasible to attenuate (based upon a pilot program).

The Existing Noise Exposure Map (Figure G2) will be used to identify those homes and churches south of the airport and the Future Noise Exposure Map (Figure G1) will be used to identify those homes and churches off the west end of the crosswind runway.

In addition to sound attenuating the approximately 700 homes and four (4) churches south of the airport within the Existing Noise Exposure Map 65 DNL contour, the sponsor proposes to attenuate additional homes that are adjacent to but outside the contour (see also Figures G3 and G4 for details). There are a total of 1,200 homes – within and adjacent to the DNL contour -- proposed for mitigation.

In addition to sound attenuating the approximately six (6) homes west of the airport within the Future Noise Exposure Map 65 DNL contour, the sponsor proposes to attenuate an additional approximately sixty-nine (69) homes that are adjacent to but outside the contour (see also Figures G3 and G5 for details).

As a consideration for sound attenuation, the sponsor will receive an avigation easement from the homeowner/church owner. If it is found to be economically infeasible or if other circumstances exist, the sponsor will determine whether purchase of avigation easements in lieu of sound attenuation would be more desirable.

FAA Determination: *Approved.* FAA approves voluntary sound attenuation, with avigation easements, for homes and churches within the pertinent 65 DNL contours; i.e., the approximately 700 homes and four (4) churches located south of the airport within the Existing Noise Exposure Map 65 DNL contour, and the approximately six (6) homes located west of the airport within the Future Noise Exposure Map 65 DNL contour. Approval is extended to contiguous areas, identified on supplemental graphics in the NCP, that are outside of the DNL 65 dB noise contour to achieve neighborhood equity.

Program Element 5: Voluntary Purchase of Avigation Easements (NCP, p. G.20, Figures G1, G2, G3, G4 and G5)

The sponsor proposes to purchase, on a voluntary basis, avigation easements for those homes and churches described in Program Element 4 above, (1) who choose not to take advantage of sound attenuation or (2) whose properties are not economically feasible to sound attenuate.

FAA Determination: *Approved.* The FAA approves voluntary purchase of avigation easements for homes and churches within the pertinent 65 DNL contours; i.e., the approximately 700 homes and four (4) churches located south of the airport within the Existing Noise Exposure Map 65 DNL contour, and the approximately six (6) homes located west of the airport within the Future Noise Exposure Map 65 DNL contour. Approval is extended to contiguous areas, identified on supplemental graphics in the NCP, that are outside of the DNL 65 dB noise contour to achieve neighborhood equity.

Program Element 6: Voluntary Sales Assistance with Avigation Easement (NCP, p. G.22, Figures G3, G4 and G5)

The sponsor proposes to establish a voluntary sales assistance program for the homes described in Program Element 4 above. The program would assist homeowners in selling their homes at a fair market value (see discussion in NCP, page G.22 for details).

FAA Determination: Approved. The FAA approves voluntary sales assistance, with aviation easement, for homes within the pertinent 65 DNL contours; i.e., the approximately 700 homes located south of the airport within the Existing Noise Exposure Map 65 DNL contour, and the approximately six (6) homes located west of the airport within the Future Noise Exposure Map 65 DNL contour. Approval is extended to contiguous areas, identified on supplemental graphics in the NCP, that are outside of the DNL 65 dB noise contour to achieve neighborhood equity

Program Element 7: Noise Monitoring (NCP, p. G.25)

The sponsor proposes that the airport initiate seasonal noise monitoring to determine noise levels and compliance with the voluntary noise abatement flight procedures. It is proposed that the noise monitoring be conducted at the same or similar locations as were used during this Study, and that it be done at least twice a year, on a spot basis, to test consistency with the noise abatement program. In addition, an Advisory Committee would be formed to monitor the voluntary noise abatement flight procedures and evaluate the results of the noise monitoring.

FAA determination: Approved.