

Part 150: Records of Approval

T.F. Green Airport, Providence, Rhode Island

Approved on 6/15/00

1.0 INTRODUCTION

The Rhode Island Airport Corporation (RIAC) sponsored an update of their Airport Noise Compatibility Planning Study under a Federal Aviation Administration (FAA) grant, in compliance with Federal Aviation Regulation (FAR), Part 150. The Noise Compatibility Program (NCP) and its associated Noise Exposure Maps (NEM) were developed concurrently and submitted to FAA for review and approval in July 1999. The NEM was determined to be in compliance on December 22, 1999. This determination was announced in the Federal Register on January 5, 2000 and included Exhibit 1-1, 1998 Existing NEM; Exhibit 1-2, 2003 Baseline; and Exhibit 1-3, 2003 NCP/NEM.

An advisory committee that included participation by the cities of Warwick and Cranston, neighborhood interests, and airport users closely monitored the Part 150 Study. Five advisory committee meetings were held at which material and findings of RIAC's consultant were discussed. Three larger scale public workshops and several smaller scale airport user and neighborhood focus group meetings were also held. Comments were addressed at all of these meetings and subsequent written comments as well.

The study focused on defining an optimum set of noise and land use mitigation measures to improve compatibility between airport operations and community land use, presently and in the future.

The resultant program is described in detail in Chapter III and Appendices B and D. The program measures below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. Since this study is an update of a previous 1986 Part 150 study, it repeats program measures from the previous study, providing information on their disposition (e.g. withdrawn or completed). This information is included below. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals that follow include actions that RIAC recommends be taken by FAA. It should be noted that these 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 are subject to applicable environmental or other procedures or requirements.

2.0 PROGRAM MEASURES

2.1 Noise Abatement (NA) Measures

NA-1 Construct fillet at intersection of Runways 5R/23L and 10/28 (pages 3-17 and B-1). This 1986 Noise Compatibility Program (NCP) measure has been completed and no further approval is needed under this Part 150 Update.

NA-2 Construct parallel taxiway serving Runway 5R/23L (pages 3-18 and B-1 and Exhibit 3-1). This measure from the 1986 NCP has not been implemented and is recommended for inclusion in this Part 150 Update.

Approved. This measure would approximately double the distance between aircraft on portions of the present taxiway and residences in the Strawberry Field Road neighborhood west of the proposed taxiway. Single-event noise would be reduced approximately 4 decibels. Since there are substantial operational benefits to a parallel taxiway to Runway 5R/23L, this measure would be implemented with airport development funds rather than noise abatement funds.

NA-3 Construct Noise Barrier Parallel to Runway 5R (pages 3-19 and B-2). This 1986 NCP measure has been completed and no further approval is needed under this Part 150 Update.

NA-4 Incorporate noise barrier consideration in the design of proposed air cargo building (pages 3-20 and B-2). This measure from the 1986 NCP is no longer applicable since the air freight buildings were not constructed and the most recent Airport Layout Plan indicates that air cargo facilities are no longer planned in the vicinity of the Strawberry Field Road neighborhood. There are no plans at this time to construct such a facility.

NA-5 Displace landing threshold on Runway 5L (pages 3-21 and B-2). This 1986 NCP measure has been completed and is proposed for continuation under this Part 150 Update.

Approved. The displacement results in a reduction of noise levels by approximately two decibels on properties nearest the runway threshold for aircraft landing on Runway 5L.

NA-6 Physical isolation of maintenance run-ups (pages 3-22 and B-2). This 1986 NCP measure is proposed for continuation under this Part 150 Update. The measure is primarily preventive. In the event that future maintenance bases are located at the airport, careful consideration will be given to designating run-up areas in locations away from sensitive receptors and, if necessary, to the construction of run-up noise barriers (1986 ROA, page 3). Specific locations were not indicated.

Approved. Specific noise reduction would range from a potential of several decibels to no effect, dependent on the distance between the run-up activity and nearby incompatible land uses.

NA-7 Voluntary nighttime restrictions for scheduled air carrier operations (midnight to 6:00 am) (pages 3-23 and B-2). This is a modification of an approved 1986 NCP recommendation that specified 6:30 am. Over the years continuation of the restriction after 6:00 am has been shown to be impractical. The Implementation Committee (Measure PM-3) would continue to monitor airline requests for scheduling flights between 6:00 a.m. to 6:30 a.m.

Approved as voluntary. Because the modification takes place prior to 7:00 am, no change to the 65 average-annual noise contours is expected from the modification. The voluntary restriction between midnight and 6:00 am is expected to result in the potential reduction of events during late-night periods of sleep.

NA-8 Auxiliary power unit (APU) restrictions (pages 3-24 and B-3). This 1986 NCP measure has been implemented and is proposed for continuation under this Part 150 Update.

Approved. This measure would continue to restrict use of APUs to the terminal area and north of the cargo building located to the south of the terminal building. The measure would prevent single-event noise to nearby residential areas.

NA-9 Restrictions on aircraft repositioning under power (pages 3-25 and B-3). This 1986 NCP measure has been implemented and is proposed for continuation under this Part 150 Update. It would affect aircraft operating on the south apron at the airfreight building in the area of Evans Avenue.

Approved. This measure would eliminate a source of single-event noise in the Strawberry Field West neighborhood.

NA-10 Pre-takeoff run-up restrictions (pages 3-26 and B-3). This is a modification of an approved 1986 NCP recommendation that would remove presently inapplicable references to run-up locations for Runway 10/28 because this runway is now closed.

Approved. Single-event noise levels would continue to be mitigated at the nearest neighborhood.

NA-11 Informational program on reverse thrust (pages 3-27 and B-3). This measure would continue a 1986 NCP measure to inform pilots, primarily through leaflets and posters, of the effects of reverse thrust on the annoyance to residents of communities immediately adjacent to the airport and request the reduction of reverse thrust consistent with safety.

Approved. While the measure is expected to have limited effect on noise reduction, some areas are likely to experience slightly lower single-event noise levels. The runways are not long enough to accommodate a general reverse thrust limitation.

NA-12 Rotational Runway Use Program (pages 3-28 and B-3). This 1986 NCP measure would be discontinued since it has proven impractical, primarily due to the shorter length of Runway 16-34 and a fleet mix now requiring longer runway lengths.

No FAA Action Required. Measure has been withdrawn by the airport operator.

NA-13 Helicopter operation procedures (pages 3-29 and B-3). This 1986 NCP measure would also be discontinued primarily because of the relocation of Army Guard aircraft from the airport and need to conduct helicopter operations along the north boundary of the airport. The small number of helicopter operations that continue to occur will be requested to fly over non-residential areas as safety permits.

Approved in part. The portion of this measure requesting helicopter operations to voluntarily fly over non-residential areas as safety permits is approved. No FAA action is required regarding the airport operator's decision to withdraw the helicopter operation procedures related to Army Guard aircraft operations.

NA-14 Restrictions on 180-degree turns on the runway unless operationally necessary (pages 3-30 and B-4). This 1986 NCP measure is proposed for continuation. While construction of a taxiway fillet at the crossing of Runway 16/34 has reduced the need for aircraft to back-taxi on the runway, this measure would continue to discourage the practice.

Approved. The measure would slightly reduce single-event noise in the Hoxsie and Warwick Pond neighborhoods.

NA-15 Discourage engine maintenance run-ups during the period of the voluntary use restriction on nighttime flights specified in NA-7 above (midnight to 6:00 am) (pages 3-31 and B-5). Coordination with airline users indicates that this measure would have little effect on their ability to conduct maintenance run-ups, unless it impacted directly on the ability of an aircraft to be used for an early morning flight.

Approved as voluntary. While this measure would have little or no effect on the noise environment due to the relatively low number of engine maintenance run-ups, it will prevent potential future noise during late-night hours.

NA-16 Discourage, when safe and practicable, engine start-ups and auxiliary power unit starts prior to the end of the voluntary nighttime restrictions specified in NA-7 above (pages 3-32 and B-6).

Approved as voluntary. This measure would reduce single-event noise levels during early morning hours, particularly between 5:00 am and 6:00 am.

NA-17 Designate FAR 91-53A Close-In Noise Abatement Departure Procedures, as developed and applied by each air carrier for its own system-wide needs, as the airport's preferred procedure for takeoffs on Runway 5R by Stage 2 jet aircraft and Stage 2 jet aircraft modified to meet Stage 3 noise criteria (pages 3-33, A-35, and B-7). This measure was implemented by RIAC and some airlines soon after the Part 150 study began.

Approved as voluntary. The measure would result in noise reduction of up to 4 decibels for individual Stage 3-retrofit aircraft operations. Use of the close-in procedure from Runway 5R would result in a reduction of 266 residences within the DNL 65 dB noise contour for 1998 conditions and no change in the impacts for 2003 conditions.

NA-18 Designate FAR 91-53A Close-In Noise Abatement Departure Procedures, as developed and applied by each air carrier for its own system-wide needs, as the airport's preferred procedure for takeoffs on Runway 23L by Stage 2 jet aircraft and Stage 2 jet aircraft modified to meet Stage 3 noise criteria (pages 3-34 and B-7). This measure was implemented by RIAC and some airlines soon after the Part 150 study began.

Approved as voluntary. The measure would result in noise reduction of up to 3 decibels for individual Stage 3-retrofit aircraft operations. Use of the close-in procedure from Runway 23L would result in a reduction of 281 residences within the DNL 65 dB noise contour for 1998 conditions and no change in the impacts for 2003 conditions.

NA-19 Designate FAR 91-53A Close-In Noise Abatement Departure Procedures, as developed and applied by each air carrier for its own system-wide needs, as the airport's preferred procedure for takeoffs on Runway 16 by Stage 2 jet aircraft and Stage 2 jet aircraft modified to meet Stage 3 noise criteria (pages 3-35 and B-8). This measure was implemented by RIAC and some airlines soon after the Part 150 study began.

Approved as voluntary. The measure would result in noise reduction of up to 3.5 decibels for individual Stage 3-retrofit aircraft operations. Use of the close-in procedure from Runway 16 would result in a reduction of 14 residences within the DNL 65 dB noise contour for 1998 conditions and no change in the impacts for 2003 conditions.

NA-20 Designate FAR 91-53A Close-In Noise Abatement Departure Procedures, as developed and applied by each air carrier for its own system-wide needs, as the airport's preferred procedure for takeoffs on Runway 34 by Stage 2 jet aircraft and Stage 2 jet aircraft modified to

meet Stage 3 noise criteria (pages 3-36 and B-9). This measure was implemented by RIAC and some airlines soon after the Part 150 study began.

Approved as voluntary. The measure would result in noise reduction of up to 3 decibels for individual Stage 3-retrofit aircraft operations. Use of the close-in procedure from Runway 34 would result in a reduction of 10 residences within the DNL 65 dB noise contour for 1998 conditions and no change in the impacts for 2003 conditions.

NA-21 Weather and traffic permitting, all southbound jet aircraft departing Runway 5R, turn right to a 080 degree heading until reaching 3 DME (from the PVD VORTAC), before being vectored to assigned heading. Prop and turboprop may be assigned divergent headings at the discretion of Air Traffic Control (pages 3-37 and B-10 and Exhibits 3-2 and A-16). This measure is intended to route jet traffic away from the more densely populated residential and public use areas to a course over Passeonkquis Cove and Gaspee Point Beach, thereby more quickly reaching Narragansett Bay.

Approved for Part 150 purposes only. Along with NA-22 below, this measure is expected to reduce the number of residences within the 65 DNL noise contour northeast of the airport by approximately 188 units when compared to 2003 baseline conditions. The area within the DNL 65 dB noise contour would be narrowed as a result of more clearly defined departure paths.

NA-22 Weather and traffic permitting, all northbound jet aircraft departing Runway 5R, turn left as soon as practicable after passing runway end to fly a 360 degree heading until reaching 3 DME (from the PVD VORTAC); before being vectored to assigned heading. Prop and turboprop may be assigned divergent headings at the discretion of Air Traffic Control (pages 3-38 and B-11 and Exhibits 3-2 and A-16). This measure is intended to route jet traffic away from the more densely populated residential and public use areas to a course over undeveloped and more compatibly developed commercial areas along U.S. Highway 1.

Approved for Part 150 purposes only. Along with NA-21 above, this measure is expected to reduce the number of residences within the 65 DNL noise contour north of the airport by approximately 188 units when compared to 2003 baseline conditions. The area within the DNL 65 dB noise contour would be narrowed as a result of more clearly defined departure paths.

NA-23 Weather and traffic permitting, all southbound jet aircraft departing Runway 23L, turn left as soon as practicable after passing runway end to 160 degree heading until reaching 5 DME (from the PVD VORTAC) or intercepting 180 degree radial (whichever occurs first); before being vectored to assigned heading (if necessary). Prop and turboprop may be assigned divergent headings at the discretion of Air Traffic Control (pages 3-39 and B-12 and Exhibits 3-2 and A-16). This measure is intended to route jet departures over Greenwich Bay and along the north edge of Goddard Memorial State Park, away from residential areas closer to the extended runway centerline.

Approved for Part 150 purposes only. Along with NA-24 below, this measure would result in a reduction of noise to hundreds of homes beyond the 65 DNL noise contour (primarily in the Cowesett neighborhood west of Apponaug Cove), with a slight increase in the number of residences within the DNL 65 dB noise contour. This increase would be less than 1.5 decibels in all areas where the DNL exceeds 65 decibels.

NA-24 Weather and traffic permitting, all northbound jet aircraft departing Runway 23L, turn right as soon as practicable after passing runway end to 280 degree heading until reaching 3 DME (from the PVD VORTAC); before being vectored to assigned heading. Prop and turboprop may be assigned divergent headings at the discretion of Air Traffic Control (pages 3-40 and B-13 and

Exhibits 3-2 and A-16). This measure is intended to direct jet departures, below approximately 3,000 feet, over areas of compatible land use in Apponaug and along I-95 and SR-115.

Approved for Part 150 purposes only. Along with NA-23 above, this measure would result in a reduction of noise to hundreds of homes beyond the 65 DNL noise contour (primarily in the Cowesett neighborhood west of Apponaug Cove), with a slight increase in the number of residences within the DNL 65 dB noise contour. This increase would be less than 1.5 decibels in all areas where the DNL exceeds 65 decibels.

NA-25 Weather and traffic permitting, all southbound jet aircraft departing Runway 34, turn right to a 360 heading until reaching a position 3 DME north of the PVD VORTAC, before being vectored to assigned heading. Prop and turboprop departures may be assigned divergent headings at the discretion of Air Traffic Control (pages 3-41 and B-13 and Exhibits 3-2 and A-16). This measure is intended to direct jet departures, below approximately 3,000 feet, over compatible land uses along I-95 and the Pawtuxet River corridors.

Approved for Part 150 purposes only. Along with NA-26 below, this measure would result in a reduction of 90 residences located within the 65 DNL contour.

NA-26 Weather and traffic permitting, all northbound jet aircraft departing Runway 34, turn left as soon as practicable after passing runway end to a 330 heading until reaching 4 DME (from the PVD VORTAC); before being vectored to assigned heading. Prop and turboprop departures may be assigned divergent headings at the discretion of Air Traffic Control (pages 3-42 and B-14 and Exhibits 3-2 and A-16). This measure is intended to direct jet departures, below approximately 3,000 feet, over areas of compatible land use along SR-37 and I-295.

Approved for Part 150 purposes only. Along with NA-25 above, this measure would result in a reduction of 90 residences located within the 65 DNL contour.

NA-27 Weather and traffic permitting, all southbound jet aircraft departing Runway 16, turn right to a 180 degree heading until reaching 3 DME from the PVD VORTAC, or intercepting the PVD VORTAC 180 degree radial (whichever occurs first), before being vectored to assigned heading (if necessary). Prop and turboprop departures may be assigned divergent headings at the discretion of Air Traffic Control (pages 3-43 and B-14 and Exhibits 3-2 and A-16). This measure is intended to direct jet departures, below approximately 3,000 feet, over areas of greater land use compatibility along Brush Creek Cove and Greenwich Bay.

Approved for Part 150 purposes only. In combination with other air traffic control measures, while this would increase the number of residences in the DNL 65 dB noise contour by 65, it would result in fewer overflights within the 60-65 DNL noise contour and a more predictable overflight pattern.

NA-28 Approaching Runway 34, all jet aircraft intercept the final approach course before crossing the shoreline at Rocky Point beach on Warwick Neck (4 DME from the PVD VORTAC) (pages 3-44 and B-16 and Exhibits 3-3 and A-16). This measure would assure that all jet aircraft intercept and follow the same course along the extended runway centerline from beyond the shoreline.

Approved for Part 150 purposes only. While the measure would have no effect on the 65 DNL noise contour, it would provide a more predictable overflight pattern and reduce single-event noise associated with turns to the final approach course.

NA-29 Extend the existing noise barrier, presently located to the west of the Runway 5R end, 500 feet south to the Runway 5R safety area boundary (pages 3-45 and B-20 and Exhibit 3-1). The barrier would be a sixteen-foot earthen berm topped by an eight-foot wall.

Approved for Part 150 purposes only. As proposed, the measure would reduce single-event noise exposure, from ground noise at the south end of the runway, by approximately 2-4 decibels. Care must be taken to assure that the berm is not extended into the critical Part 77 surfaces at the runway end or that it does not encroach upon the Glide Slope Critical Area.

NA-30 Construct a noise barrier (wall or earthen berm) along the east side of the airport between Airport Road on the north and lower Buckeye Brook to the south (pages 3-46 and B-20 and Exhibit 3-1). A berm topped by a T-wall would be designed for this area, thereby providing noise level reductions to residents in close proximity to the east side of the airport. The berm would reduce noise created by Runways 23L and 34 departing aircraft while still on the ground and reverse thrust from landings on these same runways.

Approved for Part 150 purposes only. As proposed, this measure would reduce single-event noise levels 8-12 decibels for 195 residences in the Warwick Pond neighborhood and 4-6 decibels for 70 residences in Hoxsie. Care must be taken to assure that the berm is not extended into the critical Part 77 surfaces at the runway end or that it does not encroach upon the Glide Slope Critical Area.

NA-31 Construct a 1,500-foot noise barrier on the east side of Warwick Industrial Drive north of SR-113 from Strawberry Field Road south to the Runway 5R safety area boundary (pages 3-47 and B-21 and Exhibit 3-1). This berm would provide noise reduction benefits from pre-flight run-ups, taxi movements at the runway end, initial takeoff thrust application, and arrival reverse thrust application.

Approved for Part 150 purposes only. As proposed, single-event noise would be reduced approximately 8 decibels for approximately 8 residences and lesser amounts for approximately 150 residences. Care must be taken to assure that the berm is not extended into the critical Part 77 surfaces at the runway end or that it does not encroach upon the Glide Slope Critical Area.

NA-32 Construct a 1,600-foot long, 12-foot high noise wall parallel to and on the north side of Strawberry Field Road West along the airport property line (pages 3-48 and B-21 and Exhibit 3-1). This barrier would reduce noise from pre-flight run-ups and taxi movements near the terminal.

Approved for Part 150 purposes only. This measure would benefit approximately 25 residences. Care must be taken to assure that the berm is not extended into the critical Part 77 surfaces at the runway end or that it does not encroach upon the Glide Slope Critical Area.

NA-33 Designate and construct a run-up position for maintenance run-up activity (pages 3-49 and B-22 and Exhibit 3-1). A location near the center of the airport (e.g. on a pad constructed north of Taxiway V near the VORTAC) would isolate run-ups.

Approved. This measure would reduce single-event level noise between 1 and 3 decibels, depending on the residential neighborhood. It differs from NA-6 above in that a specific location near the center of the airport is now proposed for construction of a maintenance run-up pad.

2.2 Land Use (LU) Measures

LU-1 Withdraw Measure LU-1 of the 1986 NCP (pages 3-50 and B-23). Measure LU-1 of the 1986 NCP provides for rezoning to compatible use for properties acquired by the airport. In addition, it addresses rezoning of the Hillsgrove neighborhood west of the airport to limited business or commercial zoning.

No FAA Action Required. Measure has been withdrawn by the airport operator.

LU-2 Withdraw Measure LU-2 of the 1986 NCP (pages 3-51 and B-24). Measure LU-2 of the 1986 NCP addresses the City of Warwick amending subdivision regulations to prevent the encroachment of incompatible land uses in the airport noise impact area by requiring mitigation measures in the design of a structure and as a condition of approval from the Warwick Planning Board. Changing subdivision regulations would have to occur at the state level.

No FAA Action Required. Measure has been withdrawn by the airport operator.

LU-3 Amend the State of Rhode Island Building Code to require that new construction and major additions within or immediately adjacent to the 2003 Noise Exposure Map, based on the 65 DNL noise contour of the 2003 NCP, meet an interior noise standard through the use of sound insulation techniques (pages 3-52 and B-24, Exhibit 3-4, and Appendix E). This measure is a continuation from the 1986 NCP.

Approved. FAA prefers that no new noncompatible development take place within the DNL 65 dB noise contour, even if noise attenuated; it is recognized that local land use requirements may dictate otherwise. Implementation of this measure would ensure that new residential development would be compatible with aircraft noise levels of 65 DNL and greater. The measure would also facilitate compliance with FAA's requirement that federal funds not be used for noise mitigation of structures constructed after FAA acceptance of an official Noise Exposure Map.

LU-4 Modify LU-4 of the 1986 NCP to provide for the voluntary acquisition of approximately 210 single-family residences within or adjacent to the 70 DNL noise contour of the 2003 NCP (pages 3-53 and B-24 and Exhibit 3-4). Voluntary acquisition of the approximately 21 residences in the DNL 75 dB noise contour as identified in the 1986 NCP has been completed. This measure would extend acquisition from within the 75 DNL noise contour, approved as part of the 1986 NCP, to within or adjacent to the 70 DNL contour.

Approved. The measure would ensure no incompatible land use within the DNL 70 dB and higher noise contour. The acquisition of these homes is subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act and property owners are eligible for relocation assistance.

LU-5 Close Measure LU-5 of the 1986 NCP, which addresses the sound insulation of schools within the 65 DNL noise contour (pages 3-54 and B-24). This 1986 NCP measure has been completed and thus no longer needed. No FAA action is required.

LU-6 Provide sound insulation for approximately 830 residences, on a voluntary basis, within the 2003 Noise Exposure Map, based on the 65 DNL noise contour of the 2003 NCP (pages 3-55 and B-24 and Exhibit 3-4). RIAC's sound insulation program would continue and provide mitigation for incompatible land uses while maintaining the integrity and stability of residential neighborhoods. As a condition of receiving sound insulation, aviation easements would be attached to the property deed.

Approved. The measure would enhance existing land use compatibility in the vicinity of the airport.

LU-7 Implement a formal Fair Disclosure Policy whereby the State of Rhode Island would amend the Fair Disclosure Policy legislation to require formal disclosure of noise levels of residential property located within the 65 DNL noise contour. The Policy would be supplemented by information on aircraft noise levels distributed by airport staff to citizens, neighborhood associations, developers, real estate agencies, and lenders (pages 3-56 and B-25 and Exhibit 3-

4). RIAC would institute a policy to advise potential developers, real estate agents, lenders and buyers of property that aircraft noise and overflights may impact certain areas. The policy would provide actual, or constructive, disclosure to potential residents in the vicinity of the airport. Such disclosure is intended to advise a prospective buyer where the property is located in relation to current noise exposure contours, allowing the prospective buyer to make an informed decision.

Approved.

LU-8 RIAC would recommend that the City of Warwick update its Comprehensive Plan to address the influence of the airport on the surrounding community and where appropriate encourage compatible land uses within the 2003 Noise Exposure Map boundary (based on the 65 noise contour of the 2003 NCP)(pages 3-58 and B-27 and Exhibit 3-4).

Approved. The implementation of this measure would help to establish policies to guide compatible development in those areas in the vicinity of the airport.

LU-9 Initiate a formal study to evaluate the noise levels at various locations under heavily used flight paths for sound insulation eligibility (3-59 and B-27). This measure proposes to evaluate noise levels at the John Brown Francis and E.G. Robertson elementary schools, with a recommendation that FAA participate in sound insulation.

Approved for study. For reasons of aviation safety, this approval does not extend to use of the monitoring equipment for enforcement purposes by in situ measurement of any present noise thresholds.

2.3 Program Management (PM) Measures

PM-1 Install an aircraft operations monitoring system to evaluate implementation of flight track corridors approved as part of the NCP (page 3-60). A noise monitoring system would be a useful tool for evaluating aircraft flights for compliance with NCP measures and changes in the noise environment. The system would provide runway use and flight track location information, accompanied by a series of analytical reports to assist in monitoring implementation of NCP measures.

Approved. This approval is subject to RIAC compliance with FAA policy on access to flight data. For reasons of aviation safety, this approval does not extend to use of the monitoring equipment for enforcement purposes by in situ measurement of any present noise threshold.

PM-2 Implement a "Fly Quiet" public relations program for publications and communications that publicize the NCP to airport users and the public (page 3-61). This measure would significantly expand on NA-11 above. It would assist users in complying with the NCP. As an example, a "Fly Quiet" publication would include for pilots and airlines information on noise abatement procedures such as Noise Abatement Departure Procedures, voluntary access restriction for late-night operations, noise abatement flight corridors, the runway use program, noise-sensitive aircraft maintenance procedures, and suggestions for continued noise reduction. The publication would also be a visible reminder of RIAC's commitment to noise abatement.

Approved.

PM-3 Establish a Permanent Implementation Committee to monitor and assist in the implementation and success of the air traffic and land use measures approved as part of the NCP (page 3-62). This measure would continue communication and cooperation among groups that participated in the Technical Advisory Committee for the study, including airline operators, RIAC,

FAA, the City of Warwick, and citizen representatives. The group would monitor implementation of the various NCP measures.

Approved.

PM-4 Continue five-year updates of the NCP and two-year reviews of the NEMs (page 3-63). Part 150 guidelines call for periodic reevaluation and resubmission of information that updates the noise environment in the vicinity of the airport. The NCP would be reevaluated in five years and NEMs would be reassessed internally by RIAC every two years and, if appropriate, an update of the Part 150 study would be conducted.

Approved.

PM-5 Conduct further study to analyze the possible extension of Runway 16/34 for noise abatement purposes (page 3-64). During the conduct of the Part 150 Update it was discovered that operational and noise abatement benefits could be achieved if Runway 16/34 were lengthened (to an equal or greater length than Runway 5R/23L) and designated as the preferred departure runway.

Approved for further study. While this measure appears to provide significant noise benefits, primarily because its use as the preferred departure runway would move flights over compatible industrial and institutional land to the northwest of the airport, these benefits need to be weighed against social and environmental impacts.