

## RECORD OF APPROVAL

### Collin County Regional Airport, McKinney, Texas

#### 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 Federal Aviation Administration. The page numbers in parentheses cross-reference the submitted document/addenda.

The approvals listed herein include approvals of actions that the City of McKinney 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.

#### I. OPERATIONAL CONTROLS

**Recommendation 1a: (Page 8-4)** It is a recommendation of this study that the use of a more precise navigation procedure (RNAV procedures) be evaluated by FAA TRACON for TKI as soon as such evaluations can be scheduled. Through the use of RNAV/Waypoint technology, it is recommended that the TRACON evaluate a procedure that would place itinerant jet aircraft departing off Runway 17 in a noise abatement corridor generally over the Wilson Creek floodplain (a turn to an initial heading of approximately 130-150 degrees).

**FAA Action: No action required at this time. This measure relates to flight procedures under 49 U.S.C. 47504(b).** This recommendation was suggested by the local FAA TRACON as an alternative to a 120-degree turn that would avoid overflying development in Fairview. The southeast 120-degree turn had to be officially halted because it could adversely affect the efficient use and management of the navigable airspace (Part 150 approval criteria, section 150.35), due to conflicts with training and other traffic in the airspace.

RNAV procedures, aircraft equipment limitations, and FAA implementation priorities do not support development of an RNAV procedure at this time, or within the timeframe studied in the NCP. It is not likely an opportunity for an RNAV at TKI will be viable for some time due to other higher priority considerations in the nation. The airport sponsor may continue to work with the FAA RNAV office to determine at what time the procedure may be considered, and whether it is viable or whether it, too, would pose airspace safety conflicts.

**Recommendation 1b: (Page 8-4)** Based on the comments from the TRACON and TKI FAA contract controllers regarding the 120-degree turn, it is recommended that the existing runway end signs that refer to the turn be removed and distribution of brochures that refer to the turn be terminated.

**FAA Action: Disapproved for purposes of Part 150.** This recommendation is not intended to reduce noise impacts. The FAA has stated the 120-degree turn could be unsafe. As a result, the airport sponsor removed signage and ceased recommending the turn, before submitting the NCP to the FAA for action. Installation of signs and their subsequent removal were local decisions that did not include study or approval by FAA.

**Recommendation 1c: (Page 8-5)** It is recommended that both a parallel replacement runway and a canted runway be included as alternatives in the environmental document required for approval prior to future runway development.

**FAA Action: Disapproved for purposes of Part 150.** Selection of alternatives to be included in documentation required by the National Environmental Policy Act is not shown on the NEMs, and is beyond the scope of this study.

## **OTHER ITINERANT AIRCRAFT PROCEDURES**

**Recommendation 2: (Page 8-5, Exhibit 8-1)** In order to reduce lower altitude aircraft flyovers in east McKinney and New Hope, it is recommended that no itinerant aircraft departing to the north on Runway 35 turn off runway heading until after crossing U.S. 380 (an easily identifiable east west roadway located approximately one mile north of the Airport).

**FAA Action: Disapproved pending submission of additional information to make an informed analysis.** The benefits of this recommendation have not been quantified. As presently described in the NCP, aircraft that turn immediately after crossing the highway could fly over existing developed residential areas. Submittal of quantified benefits illustrating noise reduction over noise sensitive land uses is required.

**Recommendation 3: (Page 8-6)** It is recommended that during north flow and under VFR weather conditions, jet aircraft arriving from the north on a downwind leg should turn on the Runway 35 final approach as close to the south end of the runway as can be safely accomplished.

**FAA Action: Disapproved.** This measure as described in the NCP is disapproved because it has the potential to create unsafe aircraft operating conditions. The pilot-in-command retains the responsibility to operate his/her aircraft in a safe manner. Also there does not appear to be a noise benefit within the DNL 65 dB.

**Recommendation 4: (Page 8-6)** It is recommended that the “Close-In” noise abatement procedure be applied for jet departures to the south.

**FAA Action: Disapproved for purposes of Part 150 pending submission of additional information to make an informed analysis.** The benefits of this measure are described in general terms, by reducing lower altitude overflights over noise-sensitive areas that are located outside of the DNL 65 dB noise contour. Disapproval due to lack of quantified noise benefits within the sponsor's adopted noise contour designations (DNL 65 dB) does not prohibit pilots from voluntarily complying with a "fly friendly" procedure.

**Recommendation 5: (Page 8-6)** It is recommended that helicopters operating at the Airport maintain pattern altitude until necessary for landing. In addition, helicopters arriving from and departing to the west should remain over the Airport's entrance road (Industrial Boulevard) or south of Industrial Boulevard while gaining altitude. Aircraft departing to the east, north and south should avoid flying over residential enclaves.

**FAA Action: Approved as voluntary.** Fourteen CFR Part 91.119 prescribes minimum safe altitudes for aircraft, including helicopters. Section 91.119(d) specifically exempts helicopters from compliance with the requirement for fixed wing aircraft to remain 1,000 feet above the ground over congested areas. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. The measure would place helicopters away from residential areas.

## **LOCAL AIRCRAFT TRAINING PROCEDURES**

**Recommendation 6A: (Page 8-7)** It is recommended that no change occur to the current downwind leg location for flight training and that flight training continue to occur predominantly east of the Airport.

**FAA Action: Approved as voluntary.** This recommendation is a continuation of existing procedures. It would keep aircraft over existing rural and floodplain areas. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval.

**Recommendation 6b: (Page 8-7)** It is recommended that fixed-wing training aircraft maintain the current patterns east of the airport.

**FAA Action: Approved as voluntary.** This recommendation is a continuation of existing procedures, and would keep aircraft over more compatible areas. The measure is intended to encourage pilots to avoid drifting over residential areas northeast and southeast to the greatest extent possible. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval.

**Recommendation 7: (Page 8-8)** It is recommended that local helicopter training patterns remain as close in to the Airport property as possible and maintain pattern altitudes until landing. Low-level practice autorotation would be made at the request of the pilot and approval of controllers. To avoid low-level residential flyovers, helicopter training routes to be followed should be to the greatest extent possible south and east of residential areas in east McKinney and north of the Runway 35 threshold.

**FAA Action: Approved as voluntary.** Fourteen CFR Part 91.119 prescribes minimum safe altitudes for aircraft including helicopters. Section 91.119(d) specifically exempts helicopters from compliance with the requirement for fixed wing aircraft to remain 1,000-feet above the ground over congested areas. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval.

## **AIRCRAFT MAINTENANCE ACTIVITIES**

**Recommendation 8a: (Page 8-8)** – It is recommended that as new facilities are developed on the Airport that offer maintenance services, the Airport designate a location for engine run-ups to occur. These should be located such that noise is directed, to the greatest extent possible, away from residential areas.

**FAA Action: Disapproved pending submission of additional information to make an informed analysis.** Other than a very general description of this measure, there is no analysis of how this measure affects non-compatible land uses impacted by engine maintenance run-ups, and resulting benefits from changing run up locations.

**Recommendation 8b: (Page 8-8)** It is recommended that engine maintenance run-ups be restricted from occurring on the Airport between the hours of 10:00 pm and 7:00 am to reduce the potential for noise impacts during nighttime hours. Should a situation occur where emergency engine run-ups need to occur between these hours, they could occur with the approval of the Airport Director or his designee.

**FAA Action: Disapproved pending submission of additional information to make an informed analysis.** Implementation of revised run up procedures is disapproved pending submission of additional information regarding how the changes compare to the existing run-up procedures in their effect on aircraft operators. There is no analysis of how this measure affects non-compatible land uses impacted by engine maintenance run-ups, and resulting benefits from changing the run up procedures.

## **II. FUTURE NOISE ABATEMENT/LAND USE CONTROL RECOMMENDATIONS**

The NEMs show the DNL 65 dB contour to be on airport property and undeveloped areas immediately adjacent to the airport. The NEMs also disclose the DNL 55 dB contour. The NCP makes recommendations for land use measures to improve existing noise-sensitive land use impacts and prevent future impacts. These recommendations include preventing new noise-sensitive development near the airport within the DNL noise contours shown on the NEMs. Since the airport sponsor adopted the Federal guidelines designating DNL 65 dB as the level at which aircraft noise is noncompatible with residential land uses and since the land use jurisdictions have not adopted local guidelines below the DNL 65 dB, FAA's Part 150 approval is limited to potential noncompatible land uses within the DNL 65 dB contour. Outside the DNL 65 dB contour, FAA as a matter of policy encourages local efforts to prevent new noncompatible development immediately abutting the DNL 65 dB contour and to provide a buffer for possible growth in noise contours beyond the forecast period.

**Recommendation A1: (Page 9-3)** It is recommended that future development approvals issued by the City of McKinney be consistent with its current Comprehensive Plan, and any modifications to the Comprehensive Plan that occur within the 55 DNL and greater be compatible with aircraft noise exposure.

**FAA Action: Approved.** This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

**Recommendation A2: (Page 9-3)** It is recommended that future development approvals issued by the Town of New Hope be consistent with its Future Land Use Plan, and any modifications to the Future Land Use Plan that occur within the 55 DNL and greater be compatible with aircraft noise exposure.

**FAA Action: Approved.** This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

**Recommendation A3: (Page 9-4)** It is recommended that, for those properties in the Town of Fairview that are located within the 2011 55 DNL contour and greater and are currently undeveloped and unzoned, they be planned and zoned for non-noise sensitive land uses. The Town of Fairview may determine that at certain locations within the 2011 55 DNL and greater noise contour property must be developed as residential or other noise sensitive uses. It is recommended, in such instances, that aviation easements be signed by the developer/owner and recorded prior to subdivision of the property or prior to the issuance of a building permit for the property and sound insulation be considered in new home areas. In addition, the construction of new schools within the 55 DNL and greater should be avoided.

**FAA Action: Approved.** This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

**Recommendation A4: (Page 9-4)** Should any development be proposed within the 2011 55 DNL noise contour in unincorporated Collin County, it is recommended that the development be compatible with aircraft noise exposure and overflights.

**FAA Action: Approved.** This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

**Recommendation B: (Page 9-5)** It is recommended that the Airport hotline remain in place after the 14 CFR Part 150 Study is completed. It is also recommended that a method be

established for responding to noise complaints in situations where aircraft are either being flown in an unsafe manner or when aircraft are not following noise abatement procedures.

**FAA Action: Approved.**

**Recommendation C-1: (Page 9-5)** Notification of Future Residents – For any future residential development (subdivision, single house etc.) or development of any other noise sensitive use proposed within the future 2011 55 DNL or greater noise contour in any political jurisdiction, it is recommended that a notification of the existence of aircraft overflights and associated noise be signed by the property owner at the time of issuance of the building permit. This notification would remain with each residential property as future ownership transactions occur.

**FAA Action: Approved.** This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

**Recommendation C-2: (Page 9-5)** – Notification of Real Estate Brokers - It is recommended that real estate brokers operating within the areas around TKI be sent a copy of the Noise Compatibility Plan Brochure (discussed later in this list of recommendations) that identifies the 2011 65, 60 and 55 DNL noise contours. The 65 and greater areas should be identified as significant noise exposure and the 55 to 65 DNL range identified as moderate noise exposure.

**FAA Action: Approved.** The airport sponsor would carry out this measure to notify brokers.

**Recommendation D-1: (Page 9-6)** Noise Compatibility Plan Brochure – It is recommended that a publication be developed which, through text and graphics, describes the noise abatement actions resulting from the 14 CFR part 150 Study. This publication should be available at the Airport for individuals and communities as requested. The brochure should also identify the noise contour areas and their general level of annoyance (significant within the 65 DNL or moderate annoyance for those within the 55-65 DNL). To help in the dissemination of this information, the brochure should also be placed on the Airport's web site.

**FAA Action: Approved:** Prior to release, language in the brochure should be reviewed for wording and content by the appropriate FAA office.

**Recommendation D-2: (Page 9-6)** Fly Friendly brochure – It is recommended that a publication be prepared that identifies air traffic operational noise abatement actions approved through the 14 CRF Part 150 Study. The brochure should not include any reference to a 120-degree turn that had been included in previous brochures (since air traffic control can not implement this procedure). In addition, it is recommended that the pilot brochure identify as noise sensitive areas the residential areas/enclaves located in the eastern part of McKinney, the Town Of Fairview, the Town of New Hope and in unincorporated Collin County that are beneath or near the close-in flight corridors. This is

to make pilots aware of where these residential areas are located. Since many of the flight schools conducting training at TKI are based at Addison Airport and other regional facilities, to enhance pilot awareness it is recommended that the Pilot Brochure be widely distributed to the regional flight training community. To help in the dissemination of this information, the brochure should also be placed on the Airport's web site.

**FAA Action: Approved:** Prior to release, language in the brochure should be reviewed for wording and content by the appropriate FAA office.

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