

Part 150: Records of Approval

Amarillo International Airport, Amarillo, Texas

Approved on 10/26/98

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 city of Amarillo 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.

Continuing Noise Program Element No. 1: Continue the Noise Concern/ Citizen Liaison Program.

[Page E10; Page G5]

This recommendation will assure that the Airport has the information to determine the effectiveness of noise abatement procedures and to identify any new noise sensitive areas.

FAA Action: APPROVED

Continuing Noise Program Element No. 2: Update and Review of the FAR Part 150 Study.

[Page G6 and G7]

The Part 150 will be systematically reevaluated each year over a five-year period with a full update planned in 2003.

FAA Action: APPROVED

Continuing Land Use Management Element No. 1: Land Use Controls to Ensure Long-Term Compatibility.

[Page F2; Page G8]

Amarillo was the first Texas city to adopt and implement an Airport Overlay Zone that prohibits residential development within the 65 DNL or greater noise contour and controls the height of objects. The major benefit of this recommendation is to ensure that no new noncompatible land uses will be developed within the airport environs.

FAA Action: APPROVED

Operational Element No. 1: Reduction of Potential Noise Intrusion in the Airport Environs.

[Page F2; Figure F2; Page G9; Table F1]

This recommendation calls for a voluntary preferential runway system for the airport to utilize the crosswind runway for practice approaches by military aircraft. It consists of relocating the VOR and developing straight-in approaches to Runway 13/31. Once this is accomplished, the airport will request the Air Traffic Control Tower to develop procedures to implement such approaches. This voluntary noise abatement procedure will reduce single event noise intrusion and reduce the number of people within the 65 DNL contour by 16 within the forecast year timeframe.

FAA Action: APPROVED as a voluntary measure.