

Part 150: Records of Approval

Laughlin/Bullhead International Airport, Arizona

Approved on 7/25/97

INTRODUCTION

The Laughlin/Bullhead International Airport (IFP) Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The program recommends seven (7) noise abatement measures, seven (7) land use management measures, and five (5) program management measures. These measures are summarized in Table 6B, pages 6-18 through 6-20 of the NCP.

The approvals listed herein includes actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. The 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.

The measures are identified below by program elements and referenced to the NCP by page number. Each element summarizes as closely as possible the airport operator's recommendations as found in the NCP. The statements contained within the "Description of element", shown before the FAA approval, disapproval, or other determination, does not represent the opinions or decisions of the FAA.

NOISE COMPATIBILITY PROGRAM MEASURES

1 - NOISE ABATEMENT ELEMENTS:

1.1 Direct eastbound departures from Runway 34 to turn right after crossing Highway 68 or after reaching 2,200 feet MSL. (Page 4-7 and 6-2)

Description of element: A departure corridor north of and parallel to Highway 68 to Kingman could be used for eastbound departures from Runway 34. This corridor would reduce overflights, (and noise) to the residential area northeast of the airport.

APPROVED as a voluntary measure. Approval of language or inclusion of any inserts to tower procedures is subject to separate FAA Air Traffic approval and is not approved in this Record of Approval.

1.2. Encourage turbojet aircraft to use the Great American airways visual approach procedure to Runway 16. (Page 4-9 and 6-3)

Description of element: An approach corridor over Lake Mohave directs aircraft to fly over the lake until reaching a point that places Katherine's Landing at a right angle to the aircraft, then

turning 130 degrees until intercepting the centerline of Runway 16. This procedure would keep aircraft from flying directly over Katherine's Landing. This procedure is currently being utilized by Great American Airways.

APPROVED as a voluntary measure. Approval of language or inclusion of any inserts to tower procedures is subject to separate FAA Air Traffic approval and is not approved in this Record of Approval.

1.3. Direct westbound propeller aircraft departing Runway 16 to avoid housing to the Southwest and complete right turn north of the west bend in the river. (Page 4-6/7 and 6-4)

Description of element: Propeller aircraft departing from Runway 16 would be directed to turn right north of the west bend in the Colorado river. This would direct aircraft between Old Bullhead and homes along Merrill Avenue. This departure route would be more desirable from a noise compatibility standpoint because direct outbound flights over the hospital would be eliminated and fewer homes are in that direction. It is not, however, entirely free of housing.

APPROVED as a voluntary measure. Approval of language or inclusion of any inserts to tower procedures is subject to separate FAA Air Traffic approval and is not approved in this Record of Approval.

1.4. Adopt engine maintenance run-up policies. (Page 4-10/13, 4-25 and 6-5)

Description of element: Maintenance run-ups of engines are being conducted on the west side of the airport within an open ramp area. This operation generates noise to the northeast and west affecting residents and commercial areas. Measures for containing engine maintenance run-up noise include operation procedures, aircraft orientation, and/or constructing acoustical barriers consisting of noise walls, berms or three-sided enclosed structures.

APPROVED as a voluntary measure. Orientation of the aircraft during engine maintenance run-ups are recommended away from the residential and commercial areas. Adjustments in the current run-up operations and orientations of the aircraft, at both the existing and future locations, should be agreed upon by airport management, the Airport Authority, and the airlines.

1.5. Reserve land for possible future engine maintenance run-up enclosure. (Page 4-11/12 and 6-5)

Description of element: Relocation of the maintenance operation to the east side of the airport is planned for the future. Such relocation must be carefully studied with construction of run-up enclosures to protect nearby residential areas from noise.

DISAPPROVED pending submission of additional information to make an informed analysis: Full implementation of the land use elements of this NCP would prevent the development of noncompatible land uses near the airport (see Exhibits 4G, 6B and 6C). Confirmation of the noise benefit of the enclosure for the targeted residential areas(s) at the time of implementation would need to be provided in order for the FAA to make a determination of effectiveness of this measure in meeting 14 CFR part 150 approval criteria.

1.6. Raise Runway 16 glide slope after runway is lengthened. (Page 4-17 and 6-6)

Description of element: Runway 16-34 is planned to be lengthened from 7,500 feet to 8,500 feet within the next five years. This additional length would

allow the glide slope for Runway 16 to be raised from 3 degrees to 3.25 degrees. This would increase the altitude and decrease the approach noise of aircraft over the hospital and residential areas directly south of the airport.

APPROVED as a voluntary measure. Approval of language or inclusion of any inserts to tower procedures is subject to separate FAA Air Traffic approval and is not approved in this Record of Approval.

1.7. Change runway use program to preferential north flow. (Page-25 and 6-6)

Description of element: Change the preferential south flow runway use to a preferential north flow. This would shift 20 percent of departures from

Runway 16 to Runway 34. This measure would slightly reduce noise exposure over residential areas south of the airport but increase noise over the Lake Mead National Recreation Area.

DISAPPROVED: Airport Traffic Control has indicated there would be operational problems caused by a preferential north flow runway use program; in addition, the NCP shows negligible shifts in noise. This measure does not meet Part 150, section 150.35(b) approval standards.

2 - LAND USE MANAGEMENT ELEMENTS:

2.1. Designate the Airport Influence Area (AIA) on the General Plan. (Page 5-2/4 and 6-7)

Description of element: Bullhead City should establish an Airport Influence Area. This area is the outer boundary around the airport which is affected or may potentially be affected by aircraft noise and overflights.

APPROVED: Amendments to the General Plan are within the authority of Bullhead City. This amendment would reduce intrusion of incompatible land use around the airport.

2.2. Preserve existing General Plan designations for compatible land uses (industrial, commercial, open space) within the AIA. (Page 5-2/6 and 6-8)

Description of element: Bullhead City should establish a policy in the General Plan to preserve existing compatible land use designations within the Airport Influence Area.

APPROVED: Preservation of designated compatible land uses within the General Plan, and identified as part of the Airport Influence Area, is within the authority of Bullhead City.

2.3. Rezone for compatible use all areas designated in the General Plan for compatible use within the AIA. (Page 5-9 and 6-8)

Description of element: Bullhead City should consider rezoning for commercial or industrial use several parcels of land within the Airport Influence Area which are now zoned for residential use.

APPROVED: Rezoning of land around the airport is considered to be within the authority of Bullhead City. This rezoning would reduce intrusion of incompatible land use around the airport.

2.4. Incorporate airport land use compatibility project review guidelines into the General Plan. (Page 5-7/8 and 6-9)

Description of element: Bullhead City should consider formally adopting airport land use compatibility guidelines for the review of development projects within the Airport Influence Area.

APPROVED: Amendments to the General Plan are within the authority of Bullhead City. The city is encouraged to adopt airport land use compatibility guidelines within the composite noise contours for discretionary review of development projects.

2.5. Amend airport height and noise overlay zoning to reflect revised AIA and noise contours. (Page 5-11/16 and 6-9)

Description of element: Bullhead City should update its Airport Noise and Height Overlay Zoning to reflect the updated noise contours and proposed establishment of the Airport Influence Area.

APPROVED: Amendments to the Airport Noise and Height Overlay are within the authority of Bullhead City. The amendment would reflect the updated noise contours and the Airport Influence Area.

2.6. Amend subdivision regulations to require dedication of aviation easements and recording of fair disclosure agreements within the overlay zones and AIA. (Page 5-16/18, 5-21/23 and 6-10)

Description of element: Bullhead City should amend its Airport Noise and Height Overlay Zoning to reflect dedication of aviation easements for any noise-sensitive use permitted within noise overlay zones above 60 DNL. Bullhead City should also require the recording of fair disclosure agreements and convenience for new noise-sensitive developments anywhere within the Airport Influence Area.

APPROVED: Amendments to subdivision regulations are within the authority of Bullhead City to enact aviation easements and fair disclosure procedures.

2.7. Amend local building code to provide sound insulation standards for noise-sensitive use within noise overlay zones. (Page 5-18, 5-27/28 and 6-11)

Description of element: Bullhead City should adopt sound insulation construction standards to supplement their building codes within applicable overlay zones.

APPROVED: This measure is considered to be within the authority of Bullhead City to amend local building codes.

3 - PROGRAM MANAGEMENT ELEMENTS:

3.1. Maintain system for receiving and responding to noise complaints. (Page 6-12)

Description of element: Continue the well-organized system of recording and responding to noise complaints.

APPROVED: The existing noise complaint program should be continued. The airport staff should record complaints on forms designed for that purpose. The complaint should be investigated as necessary and the person complaining should be given a response. A summary report should be compiled at least quarterly and provided to the Airport Authority at least annually. Mapping the location and nature of the complaints will assist the Airport Authority in possible corrective actions that might enhance their Noise Compatibility Program.

3.2. Review Noise Compatibility Plan implementation. (Page 6-13)

Description of element: The Airport Authority planning staff should continue to maintain open communications with local planning officials to follow their progress in implementing the Land Use Management elements and the Noise Abatement elements of this Noise Compatibility Program. Communications should continue with the Air Traffic Control Manager regarding compliance with the air traffic control procedures of this Noise Compatibility Program.

APPROVED: The Airport Authority should maintain communications with Bullhead City to follow their progress in implementing the Land Use Management elements and monitor compliance with the Noise Abatement elements of the Noise Compatibility Program. The Airport Authority should also maintain communications with the Air Traffic Control Manager to monitor compliance with the air traffic control elements of the Noise Compatibility Program.

3.3. Update Noise Exposure Maps and Noise Compatibility Program. (Page 6-13/14)

Description of element: The Airport Authority should continue to review the Noise Exposure Maps and the Noise Compatibility Program every five to eight years and update on a continuing basis.

APPROVED: Every five to eight years the program should be updated to respond to changing conditions in the local area and in the aviation industry. Any updates, or changes to the Noise Compatibility Program, would be reviewed by the FAA, all affected aircraft operators, and local agencies. In order to comply with FAR Part 150 the proposed changes should be submitted to FAA for approval after local consultation and a public hearing has been conducted.

3.4. Develop and distribute pilot guide. (Page 6-14)

Description of element: The airport management, along with the Airport Authority, should develop a printed pilot's guide. This pilot's guide can be distributed by the airport administration and the fixed-based operators.

APPROVED: Language for inclusion in the pilot guide is subject to separate FAA Air Traffic approval and is not approved as part of this Record of Approval.

3.5 Install automatic terminal information service (ATIS) equipment to broadcast noise abatement information. (Page 6-15)

Description of element: Install automatic terminal information service (ATIS) equipment to broadcast approach/departures procedures, weather information, special conditions on the airport, and noise abatement information.

APPROVED in part, as a voluntary measure, DISAPPROVED in part. Installation of the ATIS system for the sole purpose of carrying a noise abatement message is disapproved. The pilot guide will provide the same type of information and is approved elsewhere in this ROA. Inclusion of a brief message on the ATIS, should one be installed for other reasons, would alert transient pilots to local noise abatement procedures. This communication between the airport and the pilot can be a benefit in assuring the success of the Noise Compatibility Program.