

# Part 150: Records of Approval

## Williams Gateway Airport, Mesa, Arizona

Approved on 8/17/01

### INTRODUCTION

The Williams Gateway Airport, Mesa, Arizona, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters established in Federal Aviation Regulation (FAR) Part 150, *Airport Noise Compatibility Planning*. The program recommends a total of twenty-three measures to prevent the introduction of noncompatible land uses and to reduce the effect of the noise generated at the airport. The recommendations include eleven noise abatement measures, eight land use measures, and four program management measures.

The measures are identified below by program element 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 summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the Williams Gateway Airport Authority 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 the Part 150. These approvals do not constitute decisions to implement the actions. These approvals do not constitute a commitment by the FAA to provide federal financial assistance for these projects. Later decisions concerning possible implementation of the actions may be subject to applicable environmental approval and other procedures or requirements.

### **1 - NOISE ABATEMENT ELEMENT**

#### **1. Continue Calm Wind Runway 30 L/C/R Use Program. (Pages 4-5-4-10, 4-23-4-25, 6-2)**

**Description:** This measure recommends that the Airport Authority continue the informal preferential runway use program that designates Runways 30 L/C/R as the calm wind runways. This program is to continue to be reflected in the Authority's "Fly Friendly" program and in future published pilot guides. The NCP notes a net reduction to approximately 1,000 people within the DNL 60 dB noise contour.

**FAA Action: Approved as a voluntary measure only.** Approval of specific language for inclusion or amendment to tower procedures is subject to separate approval. Signs and other publications must not construe the procedure as mandatory for noise abatement purposes.

#### **2. Continue using Runway 12R-30L for Light Piston Aircraft and Runways 12C/L-30C/R for Large Turbojet Aircraft Operations. (Pages 4-26-4-27, 6-3)**

**Description:** This measure recommends that the Airport Authority continue to encourage heavy and turbojet aircraft to use the eastern two runways (Runways 12C/L-30C/R) whenever possible. This program is to continue to be reflected in the Authority's "Fly Friendly" program and in future published pilot guides. The NCP notes a net reduction to approximately 50 people within the DNL 60 dB noise contour.

**FAA Action: Approved as a voluntary measure only.** Approval of specific language for inclusion or amendment to tower procedures is subject to separate approval. Signs and other publications must not construe the procedure as mandatory for noise abatement purposes.

**3. Continue to Encourage use of NBAA Noise Abatement Procedures. (Pages 4-16, 6-4, Exhibit 4C)**

**Description:** This measure recommends that the Airport Authority continue to actively encourage business jet operators to use the National Business Aviation Association (NBAA) Approach and Landing Procedure and Standard Noise Abatement Departure Procedures, or equivalent quiet flying procedures developed by aircraft manufacturer. The use of these procedures is to continue to be reflected in the Authority's "Fly Friendly" program, in future published pilot guides, signs, pilot mailings, and on the Airport's Internet Web Site.

**FAA Action: APPROVED as a voluntary measure only.** Approval of specific language for inclusion or amendment to tower procedures is subject to separate approval. Signs and other publications must not construe the procedure as mandatory for noise abatement purposes.

**4. Continue to Promote use of AOPA Noise Awareness Steps by light single and twin-engine aircraft. (Pages 6-4, C-2)**

**Description:** This measure recommends that the Airport Authority continue to promote the use of AOPA Noise Awareness steps. The Aircraft Owners and Pilots Association (AOPA) encourages quiet and neighborly flying by distributing generalized noise abatement procedures for use by propeller aircraft. The use of these procedures is to continue to be reflected in the Authority's "Fly Friendly" program, in future published pilot guides, signs, pilot mailings, and on the Airport's Internet Web Site. The AOPA guide is published in Appendix C and includes guidance to pilots to show sensitivity to avoid or minimize impacts on non-compatible land uses.

**FAA Action: APPROVED as a voluntary measure only.** Approval of specific language for inclusion or amendment to tower procedures is subject to separate approval. Signs and other publications must not construe the procedure as mandatory for noise abatement purposes.

**5. Continue to Promote the Departure Procedure for the AANG 161<sup>st</sup> Air Refueling Wing KC-135 Aircraft and Aircraft less than 12,500 pounds. (Pages 4-6-4-7, 6-5)**

**Description:** This measure recommends that the Airport Authority continue to promote the use of a right turn prior to the power lines located one half mile north of Elliot Road for Arizona Air National Guard (AANG) KC-135 aircraft and aircraft less than 12,500 pounds departing on Runways 30 C/R. This program is to continue to be reflected in the Authority's "Fly Friendly" program and in future published pilot guides. This measure also recommends that the Airport Authority request that this procedure be referenced in a Letter of Agreement between the Airport Traffic Control Tower and the AANG. This measure would assist in overflights remaining south of the higher density residential areas north and northwest of the airport.

**FAA Action: APPROVED as a voluntary measure only.** Approval of specific language for inclusion or amendment to tower procedures is subject to separate approval. Signs and other publications must not construe the procedure as mandatory for noise abatement purposes.

**6. Relocate Instrument Landing System to Runway 30R. (Pages 4-28-4-29, 6-5)**

**Description:** This measure recommends that the Airport Authority relocate the existing Runway 30C Instrument Landing System to Runway 30R. This results in a slight eastward shift of the noise contours.

**FAA Action: DISAPPROVED for the purposes of Part 150.** Although the analysis shows a net noise benefit to approximately 350 people, this is considered a “secondary noise benefit” associated with an airport development proposal. The main purpose of relocating this ILS is for aircraft operational efficiency and is included in the airport's master plan. This disapproval for purposes of Part 150 does not affect the proposed project's eligibility for Federal financial assistance as an airport development project outside the scope of Part 150.

**7. Install PAPI-4 Lighting on Runway 12R-30L. (Pages 4-20-4-21, 6-6)**

**Description:** This measure recommends that the Airport Authority install a Precision Approach Path Indicator (PAPI-4) lighting system on Runway 12R-30L.

**FAA Action: DISAPPROVED for the purposes of Part 150 pending submission of additional information.** Additional information is required by the FAA to make an informed decision regarding this measure's effectiveness in meeting the goals of FAR Part 150 to reduce incompatible land use and prevent the introduction of new noncompatible land uses. This disapproval does not affect the proposed projects eligibility for Federal financial assistance as an airport development project outside the scope of Part 150.

**8. Develop Helicopter Reporting Points and Arrival and Departure Routes. (Pages 4-8, 6-7, Exhibit 4B)**

**Description:** This measure recommends that the Airport Authority pursue the establishment of visual arrival and departure routes over certain noise abatement corridors to avoid over flights of the Williams Campus and residential properties. These routes are to be incorporated into the Authority's “Fly Friendly” program and in future published pilot guides.

**FAA Action: APPROVED as a voluntary measure only.** Approval of specific language for inclusion or amendment to tower procedures is subject to separate approval. Signs and other publications must not construe the procedure as mandatory for noise abatement purposes.

**9. Request Aircraft Using Runway 12R-30L Traffic Pattern To Remain East of the Southern Pacific Railroad. (Pages 4-9, 6-8)**

**Description:** This measure recommends that the Airport Authority request aircraft using the Runway 12R-30L traffic pattern to remain east of the Southern Pacific Railroad to avoid residential overflights. This policy is to be incorporated into the Authority's “Fly Friendly” program and in future published pilot guides. This measure also recommends that the Airport Authority request that this policy be noted in an Air Traffic Control Tower order or internal operating policy.

**FAA Action: APPROVED as a voluntary measure only.** Approval of specific language for inclusion or amendment to tower procedures is subject to separate approval. Signs and other publications must not construe the procedure as mandatory for noise abatement purposes.

**10. Encourage Use of AC 91.53A Noise Abatement Departure Procedures by Air Carrier Jets. (Page 6-9, Exhibit 4D)**

**Description:** This measure recommends that the Airport Authority promote the use of the noise abatement departure procedures for training operations described in Advisory Circular (AC) 91.53A by jet aircraft over 75,000 pounds certificated gross takeoff weight.

**FAA Action:** ***DISAPPROVED pending submission of additional information to make an informed analysis.***

The NCP does not provide information on whether to use the distant or close-in procedure, and does not provide the anticipated noise benefits nor the location of the noise sensitive areas to be benefitted.

**11. Support 161<sup>st</sup> Air Refueling Wing of the Arizona Air National Guard's efforts to re-engine KC-135 Aircraft. (Page 6-9; supplemental graphic e-mailed 2/21/01)**

**Description:** This measure recommends that the Airport Authority monitor and support the re-joining of Air National Guard 161<sup>st</sup> Air Refueling Wing KC-135 Aircraft. The proposed new CFM-56 engines are quieter than the existing TF-33 engines used on these aircraft.

**FAA Action:** **APPROVED.** This approval does not constitute a commitment of federal aid by the Federal Aviation Administration nor does it constitute an approval of the use of airport revenue for acquisition of any equipment for federal government purposes.

## 2 – LAND USE MANAGEMENT ELEMENT

**1. Update General Plans to Reflect the “Land Use Planning Scenario” noise contours and Airport Planning Area as a basis for noise compatibility Planning (Mesa, Gilbert, Queen Creek, and Maricopa and Pinal County). (Page 5-4-5-5, 6-10)**

**Description:** This measure recommends that the cities of Mesa, Gilbert, and Queen Creek and the counties of Maricopa and Pinal amend their general plans to show the “Land Use Planning Scenario” noise contours for Williams Gateway Airport.

**FAA Action:** **APPROVED.** The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

**2. Retain compatible land use designations for undeveloped land within the Airport Planning Area (APA) (Mesa, Gilbert, Queen Creek, and Maricopa County). (Pages 5-7-5-8, 6-11)**

**Description:** This measure recommends that the cities Mesa, Gilbert, and Queen Creek and the county of Maricopa that existing compatible land use designations within the APA remain unchanged.

**FAA Action:** **APPROVED.** The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

**3. Develop a new mixed-use category that does not allow residential within the planned mixed-use areas inside the planning scenario's 60-DNL boundary and immediately north of the airport (Mesa and Gilbert). (Pages 5-4-5-5, 6-11)**

**Description:** This measure recommends that the cities of Mesa and Gilbert develop a new mixed use category that does not allow residential land uses within the planned mixed use areas within the 60 DNL contour.

**FAA Action: APPROVED.** The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

***4. Establish noise compatibility guidelines for the review of development projects within the “planning scenario” 60 DNL noise contour (Mesa, Gilbert, Queen Creek, Maricopa County, and Pinal County). (Pages 5-6-5-7, 6-12)***

**Description:** This measure recommends that the cities of Mesa, Gilbert, and Queen Creek and the counties of Maricopa and Pinal include, through general plan amendments, project review criteria for development projects within the “planning scenario” 60 DNL noise contour.

**FAA Action: APPROVED.** The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

***5. Encourage rezoning areas within the “Planning Scenario” noise contours and Airport Planning Area (APA) to Match the Compatible land use designations in the general plans (Mesa, Gilbert, Queen Creek, and Maricopa County). (Pages 5-7-5-8, 6-13)***

**Description:** This measure recommends that the cities of Mesa, Gilbert, and Queen Creek and the county of Maricopa should rezone areas not currently zoned for compatible use to conform to their respective General Plans.

**FAA Action: APPROVED.** The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

***6. Amend Airport Over flight Zoning Ordinance: Reflect planning scenario noise contours and Airport Planning Area (APA); Require fair disclosure covenants and amend sound insulation standards (Mesa, Gilbert, Queen Creek, Maricopa County, and Pinal County). (Pages 5-10 - 5-12, 6-14)***

**Description:** This measure recommends that the cities of Mesa, Gilbert, and Queen Creek and the counties of Maricopa and Pinal make specific amendments to the Williams Regional Planning Study over flight zoning ordinance for the Williams Gateway Airport area.

**FAA Action: APPROVED.** The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

***7. Amend subdivision regulations to require recording of fair disclosure covenants and granting of avigation easements in Airport Planning Area (Mesa, Gilbert, Queen Creek, Maricopa County, and Pinal County). (Pages 5-16-5-17, 6-18)***

**Description:** This measure recommends that the cities of Mesa, Gilbert, and Queen Creek and the counties of Maricopa and Pinal amend their respective subdivision regulations to support the proposed amendments to Airport Over flight Zoning Ordinance requiring the recording of fair disclosure agreements and covenants and the dedication of avigation easements in certain areas.

**FAA Action: APPROVED.** The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

***8. Amend building codes to add sound insulation standards supporting the Airport Planning Area (APA) over flight zoning requirements (Mesa, Gilbert, Queen Creek, Maricopa County, and Pinal County). (Pages 5-17-5-18, 6-18)***

**Description:** This measure recommends that the cities of Mesa, Gilbert, and Queen Creek and the counties of Maricopa and Pinal amend their local building codes to establish specific construction standards for sound insulation.

**FAA Action: APPROVED.** FAA prefers that no noncompatible construction occur rather than low-density construction or construction with sound attenuation. However, the Federal government has no authority to control local land use; the local government has the authority to implement this measure.

### **3 - PROGRAM MANAGEMENT ELEMENTS**

#### **1. *Maintain and update the system for receiving, analyzing, and responding to noise complaints and community outreach. (Page 6-19)***

**Description:** This measure recommends that the Airport Authority maintain and enhance the system of receiving, analyzing, and responding to noise complaints and community outreach.

**FAA Action: APPROVED.**

#### **2. *Acquire noise monitors. (Page 6-17)***

**Description:** This measure recommends that the Airport Authority acquire up to four noise monitors.

**FAA Action: APPROVED.** For purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.

#### **3. *Review Noise Compatibility Plan implementation (Page 6-20)***

**Description:** This measure recommends that the Airport Authority monitor compliance with the noise abatement element and maintain communications with the airport users and planning officials of the cities of Mesa, Gilbert, and Queen Creek and the counties of Maricopa and Pinal to follow their progress in implementing the land use management elements of this Noise Compatibility Program.

**FAA Action: APPROVED.**

#### **4. *Update Noise Exposure Maps and Noise Compatibility Program. (Page 6-16)***

**Description:** This measure recommends that the Airport Authority review the Noise Exposure Maps and the Noise Compatibility Program and consider revisions and refinements as necessary.

**FAA Action: APPROVED.**