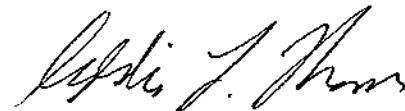


FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL AMENDMENT
FAR PART 150 NOISE COMPATIBILITY PROGRAM UPDATE
MOBILE REGIONAL AIRPORT
MOBILE, ALABAMA



Regional Counsel, ASO-7

2/18/09
Date

X
CONCUR

NONCONCUR



Action Airports Division Manager, ASO-600

2/18/09
Date

X
CONCUR

NONCONCUR

ORIGINAL RECOMMENDATION IN PREVIOUSLY APPROVED NCP & ROA:

2-5. Land Use Elements - Land Acquisition (Pgs. 8-15, 9-3, Tables 8.8, 8.16)

Description: This measure recommends that MAA seek to purchase existing non-compatible development within the 65+ DNL contour of the 2010 NEM. There are an estimated 45 (44 single family and 1 mobile home) residential housing units/parcels within the 65 DNL contour of the 2010 NEM. This measure does not envision the large-scale purchase of the residential parcels within the 2010 NEM that are located to the southeast of the airport, as these homes are part of a large contiguous neighborhood. However, the measure could be applied to the three residential parcels located to the northwest of the airport if the owners are willing to sell.

FAA Action: Approved. Approval is limited acquisition of three residential parcels located to the northwest of MOB, and is limited to existing non-compatible land uses located within the 2005 and 2010 DNL 65 dB and higher noise contour depicted on the accepted NEMs. The properties to be acquired must be purchased in accordance with the provisions of the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended, to be eligible for Federal financial assistance. The FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. See FAA policy at 64 Fed. Reg. 16409 (April 3,1998).

REVISED RECOMMENDATION:

2-5. Land Use Elements - Land Acquisition (Pgs. 8-15, 9-3, Tables 8.8, 8.16)

Description: This measure recommends that MAA seek to purchase existing non-compatible development within the 65+ DNL contour of the 2010 NEM. There are an estimated 45 (44 single family and 1 mobile home) residential housing units/parcels within the 65 DNL contour of the 2010 NEM. This measure does not envision the large-scale purchase of the residential parcels within the 2010 NEM that are located to the southeast of the airport, as these homes are part of a large contiguous neighborhood. However, the measure could be applied to the thirteen residential parcels located to the northwest of the airport if the owners are willing to sell.

FAA Action: Approved. Approval is limited acquisition of thirteen residential parcels located to the northwest of MOB, and is limited to existing non-compatible land uses located within the 2005 and 2010 DNL 65 dB and higher noise contour depicted on the accepted NEMs. The properties to be acquired must be purchased in accordance with the provisions of the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended, to be eligible for Federal financial assistance. The FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. See FAA policy at 64 Fed. Reg. 16409 (April 3,1998).

ORIGINAL RECOMMENDATION IN PREVIOUSLY APPROVED NCP & ROA:

2-6. Land Use Elements - Acquisition of Avigation Easements (Pgs. 8-15, 9-3, Tables 8.10, 8.16)

Description: This measure recommends that MAA purchase avigation easements from existing non-compatible development within the 65+ DNL contour of the 2010 NEM. There are an estimated 45 (44 single family and 1 mobile home) housing units/parcels within the 65 DNL contour of the 2010 NEM. This measure would apply primarily to the 42 residential parcels within the 2010 NEM that are located to the southeast of the airport. However, the measure could be applied to the three residential parcels located to the northwest of the airport that are identified for purchase if the owners are unwilling to sell. For existing noise sensitive properties within the 65 DNL contours, the purchase of the easement would permit the owner to fund improvements to mitigate interior noise levels from aircraft operations. The easements would also release local jurisdictions, aircraft operators and the airport owner and operator from the effects of aircraft operations on noise-sensitive properties. The easements would notify developers and property owners of the aircraft noise exposure levels and the right of aircraft overflight. This would improve the compatibility of future development. Properties that accept an avigation easement would be considered compatible with airport use. Homeowners that accept an avigation easement could use the funds to provide sound attenuation improvements to their property.

FAA Action: Approved. Approval is limited to purchase of easements over 45 parcels located to the northwest and southeast of MOB, and is limited to existing non-compatible land uses located within the 2005 and 2010 DNL 65 dB and higher noise contour depicted on the accepted NEMs. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval of any Federal funding for this measure. The FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. See FAA policy at 64 Fed. Reg. 16409 (April 3, 1998). No Federal funding for sound insulation is implied by this approval.

REVISED RECOMMENDATION:

2-6. Land Use Elements - Acquisition of Avigation Easements (Pgs. 8-15, 9-3, Tables 8.10, 8.16)

Description: This measure recommends that MAA purchase avigation easements from existing non-compatible development within the 65+ DNL contour of the 2010 NEM. There are an estimated 45 (44 single family and 1 mobile home) housing units/parcels within the 65 DNL contour of the 2010 NEM. This measure would apply primarily to the 42 residential parcels within the 2010 NEM that are located to the southeast of the airport. However, the measure could be applied to the thirteen

residential parcels located to the northwest of the airport that are identified for purchase if the owners are unwilling to sell. For existing noise sensitive properties within the 65 DNL contours, the purchase of the easement would permit the owner to fund improvements to mitigate interior noise levels from aircraft operations. The easements would also release local jurisdictions, aircraft operators and the airport owner and operator from the effects of aircraft operations on noise-sensitive properties. The easements would notify developers and property owners of the aircraft noise exposure levels and the right of aircraft overflight. This would improve the compatibility of future development. Properties that accept an aviation easement would be considered compatible with airport use. Homeowners that accept an aviation easement could use the funds to provide sound attenuation improvements to their property.

FAA Action: Approved. Approval is limited to purchase of easements over 55 parcels located to the northwest and southeast of MOB, and is limited to existing non-compatible land uses located within the 2005 and 2010 DNL 65 dB and higher noise contour depicted on the accepted NEMs. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval of any Federal funding for this measure. The FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. See FAA policy at 64 Fed. Reg. 16409 (April 3, 1998). No Federal funding for sound insulation is implied by this approval.