

RECORD OF APPROVAL CRAIG MUNICIPAL AIRPORT JACKSONVILLE, FLORIDA

The approvals listed herein include approvals of 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 FAA has provided technical advice and assistance to the airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of measures in this ROA will be subject to applicable environmental or other procedures or requirements, including Section 106 of the National Historic Preservation Act (NHPA).

The operational and land use control management measures below summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program (NCP) and are cross-referenced to the program. The statements contained within the summarized measures and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

OPERATIONAL MEASURES

No new air traffic operational measures were recommended for approval. The following measures, referred to as "Operational Measures" by the sponsor, were recommended for approval.

1. Prepare a comprehensive noise brochure and update noise abatement flight track exhibits.

Ensures that the pilots and the public understand all of the components of the airport voluntary noise program. Ensures pilots have the latest graphical information to assist them in following the tracks and avoiding noise sensitive areas. (NCP, pages 11-3, 11-4; Exhibits 11-1, 11-2; and Tables 11-1, 13-1)

FAA Action: Approved. Inserts or other information must not be construed as mandatory air traffic procedures. Prior to release, language in the brochure shall be reviewed for wording and content by the appropriate FAA office. The content of the brochure is subject to specific approval by appropriate FAA officials outside of the FAR Part 150 process and is not approved in advance by this determination.

2. New Pilot Education – Work with operators to ensure that pilot education on noise abatement procedures is occurring early in the training process for student pilots.

in database

Ensures that new pilots understand what areas are noise sensitive and how to minimize noise impacts through use of voluntary noise abatement procedures. (NCP, page 11-1; and Tables 11-1, 13-1)

FAA Action: Approved as it applies to the identified level of significance identified by the Sponsor as DNL 65 dB.

3. Encourage propeller aircraft to use the Airline Owners and Pilot Associations (AOPA) recommended noise abatement procedures.

Encourages pilots of propeller aircraft to follow industry established operational guidelines for minimizing noise and associated impacts. (NCP, page 11-7; and Tables 11-1, 13-1)

FAA Action: Approved.

4. Purchase and install lighted airfield reminder signs that indicate "Voluntary Noise Abatement Procedures in Effect."

Carries airport's extensive landside signage initiative through to the airside. Replaces current non-lighted signs. Promotes use of noise abatement procedures. (NCP, page 11-7; and Tables 11-1, 11-13)

FAA Action: Approved. Signage information must not be construed as mandatory air traffic procedures; signage language is subject to specific approval by appropriate FAA officials outside of the FAR Part 150 process and is not approved in advance by this determination. Approval of this measure does not commit the FAA to future Federal funding assistance.

5. Purchase and install flight tracking equipment.

Allows for better monitoring and tracking of actual operational characteristics. Allows Airport to provide better feedback to the community regarding specific events and provides a means of fine-tuning, identifying, and/or assessing future noise abatement procedures. Assists in gathering data for the next update of the FAR Part 150 Study. (NCP, pages 11-8, 11-9; and Tables 11-1, 13-1)

FAA Action: Approved in part. Approved with respect to monitoring to determine if operational increases or other changes at the airport occur that are of sufficient magnitude to significantly affect the 5-year NEM DNL 65 dB noise contour. The airport sponsor adopted the Federal guidelines designating DNL 65 dB as the level at which aircraft noise is compatible with residential land uses and the local jurisdiction has not adopted local land use compatibility standard below the DNL 65 dB contour. 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 preset noise thresholds and shall not be used for mandatory enforcement of any voluntary measure.

LAND USE MEASURES

The NEMs show the 65 DNL contour located primarily on airport property. The NCP makes recommendations for land use measures to improve existing noise-sensitive land use impacts and prevent future impacts. Since the airport sponsor adopted the Federal guidelines designating 65 DNL as the level at which aircraft noise is non-compatible with residential land uses, FAA's Part 150 approval is limited to potential non-compatible uses within the 65 DNL. Outside the 65 DNL, FAA as a matter of policy encourages local effort to prevent new non-compatible development immediately abutting the 65 DNL and to provide a buffer for possible growth in noise contours beyond the forecast period. Table 9-4 indicates there are no people located within the existing 65-70 DNL contour.

- 1. Ensure future development approvals are consistent with the City of Jacksonville's revision to Part 10 of the Land Development Code to the extent which they exceed FAA guidelines.**

Supports local community efforts to institute and implement land use controls that consider areas beyond Federal guidelines. (NCP, pages 12-3, 12-4; and Table 13-1)

FAA Action: Approved. The Federal government has no authority to control local land use; the local government has the authority to implement this measure. Approval of this measure does not commit the FAA to future Federal funding assistance.

- 2. If during a future NEM update it is determined that residential units fall within the 65 or greater DNL contour, it is recommended that the NCP be updated to include an acquisition/sound insulation program.**

Raises community awareness that future updates may result in the eligibility of certain properties for voluntary sound insulation or property acquisition. (NCP, page 12-4)

FAA Action: Approved. If made necessary by NEM changes, an update to the NCP would address requirements of 150.23(e)(9). Section 150.21(d), as amended, states that the NEM should be updated if there is either a substantial new noncompatible use within the DNL 65 dB contour, or if there is a significant reduction in noise over existing noncompatible land uses [69 FR 57622, dated 9/24/04].

- 3. Publish noise overlay zone brochures.**

Raises awareness of community regarding potential for noise associated activities at Craig. (NCP, page 12-4; and Table 13-1)

FAA Action: Approved. Elements recommending publication of the noise contours, and distributing and explaining the meaning of the noise contours to the public, are

approved. The DNL 65 dB noise contour falls primarily on airport property. 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. The federal government has no authority to control land use. The local governments have the authority to implement this measure.

4. Publish noise contours twice annually in local newspaper.

Raises community awareness regarding potential for noise associated activities at Craig. (NCP, page 12-4; and Table 13-1)

FAA Action: Approved.