

**RECORD OF APPROVAL
DESTIN/FT. WALTON BEACH AIRPORT
Destin, 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 14 CFR 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, land use control and program 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

1. OP-1 Install "Fly Friendly" Signage

The Sponsor proposes to install "Fly Friendly" signage at key points on the airfield to remind pilots of noise abatement procedures and recommend that aircraft operators "Use Manufacturer's Recommended Noise Abatement Procedures". Implementing this recommendation will notify pilots that they are operating in a noise sensitive area. (NCP, page 5-11; and Table 6-2)

FAA Action: Approved. Signage must not be construed as mandatory air traffic procedures. Prior to installation, signage language should be reviewed for wording and content by the appropriate FAA office. The content of the signage 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. OP-2 Avoid Touch-and-Go's, Maintenance Run-ups, and Extended APU Operations during Nighttime Hours.

The sponsor proposes to implement a voluntary policy requesting abstention of touch-and-go, maintenance run-ups, and extended Auxiliary Power Unit (APU) operation during the hours of 10:00 p.m. to 7:00 a.m. local time. By implementing this

recommendation, 109 persons residing within the 65 DNL would receive direct noise reduction. (NCP, pages 4-10, 4-22, 5-9, and 5-12; Figure 4-5 and 4-7; and Table 4-9)

FAA Action: Approved as a voluntary measure.

3. OP-3 Avoid Excessive Engine Idling on Ramps near Residential Homes

The sponsor proposes to continue a policy of voluntary abstention of aircraft engine idling on ramps adjacent to neighborhood areas. By implementing this recommendation, 109 persons residing within the 65 DNL would receive direct noise reduction. (NCP, pages 4-22, 5-9, and 5-12; Figure 4-5 and 4-7; and Table 4-9)

FAA Action: Approved as a voluntary measure.

4. OP-4 Publish "Fly Friendly" Brochure

The sponsor proposes to create a "Fly Friendly" brochure that summarizes all noise abatement related policies and procedures at DTS, including the recommendation that aircraft operators "Use Manufacturer's Recommended Noise Abatement Procedures." By implementing this recommendation, pilots are alerted to use noise abatement procedures whenever possible. (NCP, page 5-12; and Table 6-2)

FAA Action: Approved. Inserts or other information must not be construed as mandatory air traffic procedures. The content of the brochure is not approved in advance by this determination. Prior to release, language in the brochure should be reviewed for wording and content by the appropriate FAA office.

LAND USE MEASURES

1. LU-1 Voluntary Land Acquisition and Relocation of Residents within 70 DNL

The Sponsor proposes to purchase, on a voluntary basis, four single-family residential properties located within the 2008 70 DNL. By implementing this recommendation all persons within the 70-75 DNL (approximately 9 persons) would be relocated and the parcel will be converted to compatible land uses. (NCP, pages 5-1, 5-2, 5-4, and 5-10; Figure 4-5, 4-7, and 5-1)

FAA Action: Approved. Voluntary acquisition must comply with the Uniform Relocation and Real Property Acquisition Policies Act in order to be eligible for Federal funding. Acquisitions are limited to existing non-compatible land uses located within the 65 DNL noise contour of the approved NEMs, and are consistent with FAA's 1998 remedial mitigation policy (63 FR 16409). 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 for Federal funding. Redevelopment plans must be consistent with FAA grant assurances.

2. LU-2 Voluntary Sound Attenuation of Homes within 65 DNL

The Sponsor proposes to sound attenuate, on a voluntary basis, 23 single-family residential properties and 21 multi-family residential properties located within the 2008 65 DNL. By implementing this recommendation, approximately 100 persons inside the 65 DNL would receive direct interior noise reduction benefit. (NCP, pages 5-4, 5-5, and 5-12; Figure 4-5, 4-7, 5-2 and 5-3)

FAA Action: Approved for homes determined eligible. This measure would improve land use compatibility in the vicinity of the airport. Noise level reductions (NLR) must meet guidelines included in the land use compatibility table in Part 150, Appendix A. In order to be eligible for federal funding, the project is subject to compliance with FAA Order 5100.38C, paragraph 812. 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 for Federal funding. Note, in the NCP portion of the Part 150, sound attenuation of the homes proposed to be acquired within the 70 DNL was discussed. If the homeowner's eligible for measure LU-1, Voluntary Land Acquisition and Relocation, choose not to participate, Measure LU-2 would be appropriate for these homes as well.

3. LU-3 Implement Airport Compatibility Overlay District

The Sponsor proposes to work with the City of Destin to establish an Airport Compatibility Overlay District to ensure future compatible development within the 2013 NEM and future updates. By implementing this recommendation, land within the 65 DNL is protected from future incompatible development. (NCP, pages 5-9, 5-10, and 5-11; Figure 4-6; and Appendix C)

FAA Action: Approved. This is within the authority of the local land use jurisdictions; the Federal government does not control local land use. FAA as a matter of policy encourages local efforts to prevent new noncompatible development in the DNL 65 dB contour.

4. LU-4 Monitor Development within 2013 NEM

The Sponsor proposes to work with the City of Destin to develop a specific procedure for monitoring development and redevelopment within the 2013 NEM. By implementing this recommendation, land within the 65 DNL is protected from future development. (NCP, pages 5-9, 5-10, and 5-11; Figure 4-6; and Appendix C)

FAA Action: Approved. This is within the authority of the local land use jurisdictions; the Federal government does not control local land use. FAA as a matter of policy encourages local efforts to prevent new noncompatible development in the DNL 65 dB contour.

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM

Destin/Ft. Walton Beach Airport
Destin, Florida



Regional Counsel, ASO-7

 X _____
CONCUR NONCONCUR
 7/1/09
Date



Airports Division Manager
Southern Region

 X _____
APPROVED DISAPPROVED
 7/7/09
Date