

## Part 150: Records of Approval

### Daytona Beach International Airport, Florida

Approved on 9/28/98

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 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.

The operational and land use control 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 operational and land use control measures and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

#### OPERATIONAL MEASURES

##### 1. Preferential Runway Use.

It is recommended that existing Air Traffic Control (ATC) procedures continue, to the extent possible, the use of Runway 25R for departures and Runway 7L for arrivals of large (12,500 lbs. and greater) turbo-jet aircraft between the hours of 10:00p.m. and 7:00a.m. to reduce noise over residential areas east of the airport. Continuation of the existing ATC procedures to avoid, to the extent possible, using Runway 16-34 for departures of large, turbo-jet aircraft is also recommended to eliminate over flights to residential areas north and south of the airport. (pgs. 8-1 and 9-1; and Table 9-1).

**FAA Action:** Approved as voluntary.

##### 2. Turns to Course for Departing Aircraft.

a) For small aircraft departing from Runway 7L to the east, turns on course should be made as early as practical to avoid overflying the residential area to the east of the airport. However, this procedure should only be considered for those aircraft that would likely complete the turn while still west of the residential areas east of the airport.

b) It is recommended that existing ATC procedures that cause large, turbo-jet aircraft departing to the east to fly runway heading until reaching the assigned altitude of 5,000' be continued to minimize overall noise impact by allowing the aircraft to gain altitude in the shortest possible time.

c) Small aircraft departures on either Runway 25L or 25R should not turn to the south until they are sufficiently west to avoid overflying the Pelican Bay residential area. Closed traffic (touch and

go's) on Runway 7R-25L should remain north of Beville Road to avoid overflying the Pelican Bay area.

d) It is recommended that existing ATC procedures that cause large, turbo-jet aircraft departing on either Runway 16 or Runway 34 to fly runway heading until their assigned altitude of 3,000' be continued to allow for the fastest possible time-to-climb and result in a minimized noise footprint for the aircraft.

e) Departures from Runway 34 should make turns as necessary to remain over commercial development to the extent possible to reduce noise impact to residential areas north of the airport. (pgs. 8-1, 9-2 and 9-3; and Table 9-1).

**FAA Action:** Approved as voluntary.

### 3. Touch and Go Procedures on Runway 7R-25L.

a) It is recommended that the existing ATC procedure that restricts Touch-and-Go operations to exclude local pattern operations conducted between 10:00pm and 7:00am be continued to reduce the number of persons subjected to late night and early morning overflights. This measure was implemented by the FAA ATC in 1989 in response to nearby residents. In addition, the following measures should be implemented:

b) A pattern altitude of 1,000' should be used for all aircraft to benefit residential areas.

f) The Airport should coordinate these recommendations with the Chief Flight Instructor at each of the airport's flight schools to increase chances of a successful implementation. (pgs. 8-1, 9-3 and 9-4; and Table 9-1).

**FAA Action:** Approved as voluntary.

### 4. NBAA Noise Abatement Procedures.

The Airport should encourage the use of standard National Business Aircraft Association (NBAA) Noise Abatement Procedures for turbojet and turboprop business and private aircraft to minimize noise impacts to residents. (pgs. 8-1 and 9-4; and Table 9-1).

**FAA Action:** Approved as voluntary.

## LAND USE MEASURES

### 1. Purchase of Property.

Consideration should be given to the acquisition of the Misty Springs Apartments (128 residential units) to prevent land use incompatible with airport noise resulting from the relocation of Runway 7R-25L. (pgs. 8-2, 8-3 and 9-4; and Tables 8-1 and 9-1).

**FAA Action:** Approved.

## 2. Comprehensive Plan Revision.

A revision of the City of Daytona Beach Comprehensive Plan is recommended to reflect properties acquired and to be acquired for the Daytona Beach International Airport. Rezoning would preclude future residential redevelopment of this land within the 65 Ldn noise contour. (pgs. 8-3, 8-5 and 9-5; and Tables 8-1 and 9-1).

**FAA Action:** Approved.