

Part 150: Records of Approval

Sarasota-Bradenton International Airport, Florida

Approved on 10/9/97

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 advise 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. Departure Path for Runway 32.

Current ATC procedures by SRQ tower and Tampa TRACON instruct all aircraft weighing over 25,000 pounds and all jet aircraft departing northbound on Runway 32 to turn left at 0.9 DME (i.e., the middle marker) to join the Sarasota 295o radial outbound, then proceed on course as instructed by ATC. All aircraft weighing over 25,000 pounds and all jet aircraft departing southbound on Runway 32 are instructed to turn left at the 0.9 DME to a heading of 270o, then proceed on course as instructed by ATC. The airport's Flight Tracking System indicates some aircraft using the northbound procedure fly particularly close to residential areas on the eastern shore of Sarasota Bay. It is recommended that the existing procedure be modified so all aircraft weighing over 25,000 pounds and all jet aircraft departing on Runway 32 would be instructed to turn left at 0.9 DME to join the Sarasota 270o radial outbound to at least 7 DME, then proceed on course as instructed by ATC. Should, after implementation, the turn at 7 DME result in a splay of aircraft that is further east than anticipated, it is recommended that aircraft proceed outbound on the 270o radial to the 8 DME, then proceed on course as instructed by ATC. It is further recommended that should approval of the turn to the 270o radial be denied, then the current procedure be maintained until such time as the turn to the 270o radial becomes feasible. Implementation of the modified procedure will reduce noise exposure on sensitive areas northwest of the airport and reduce the number of impacted people within the 65 DNL contour by approximately 1,033 people. (pgs. 4-3 to 4-11, 6-1 and 6-2; Figures 4-1 to 4-3; Tables 4-1 and 6-10; and Letter from Mr. Noah Lagos dated June 17, 1997).

FAA Action: Approved. There should be an environmental assessment, a flight check, and publication of the SID prior to implementation of the measure.

LAND USE MEASURES

1. Purchase and Resale with Avigation Easements and Sound Insulation.

It is recommended that the SMAA offer to purchase fee simple interest from homeowners who purchased their current home prior to January 1, 1980, and who are located within the 65+ DNL contour of the 2000 NEM in Sarasota and Manatee Counties. Priority ranking based upon length of ownership will be given to homeowners located within the 70+ DNL contour of the 1995 NEM. Homes purchased by the SMAA will be sound insulated only where feasible and cost effective and all homes will be resold with an avigation easement. This alternative will be implemented in accordance with 49 CFR Part 24 and other applicable guidance. This will reduce existing noncompatible land uses and provide mitigation for homeowners who purchased prior to January 1, 1980, to comply with existing Florida Development of Regional Impact (DRI) Development Order stipulations. (pgs. 5-16 to 5-18, 6-13 and 6-14; Figures 5-1 to 5-3, 6-2 and 6-4; Tables 5-7, 5-9 and 6-11; Appendices D, E and F; and Letter from Mr. Noah Lagos dated June 17, 1997).

FAA Action: Approved.

2. Sound Insulation with Avigation Easements.

It is recommended that the SMAA offer to provide sound insulation, only where feasible and cost effective, in exchange for an avigation easement to fixed single family homeowners located within the 65+ DNL contour of the 2000 NEM in Sarasota and Manatee Counties, who purchased their current home prior to December 15, 1986, the date of constructive notice. Mobile homes and large institutional buildings are not included in this program. Priority ranking based upon length of ownership will be given to homeowners located within the 70+ DNL contour of the 1995 NEM. This will reduce existing noncompatible land uses and provide mitigation for homeowners who purchased prior to the date of constructive notice. (pgs. 5-11 to 5-14, 6-11 and 6-12; Figures 5-1, 5-3, 6-2 and 6-4; Tables 5-5, 6-7 and 6-11; Appendices D, E and F; and Letter from Mr. Noah Lagos dated June 17, 1997).

FAA Action: Approved.

3. Purchase of Avigation Easements.

It is recommended that the SMAA offer to purchase avigation easements from homeowners, including mobile homes where owners own their own lots, located within the 65+ DNL contour of the 2000 NEM in Sarasota and Manatee Counties, who purchased their current home prior to December 15, 1986, the date of constructive notice. Priority rating based upon length of ownership will be given to homeowners located within the 70+ DNL contour of the 1995 NEM. This will reduce existing noncompatible land uses and provide mitigation for homeowners who purchased prior to the date of constructive notice. (pgs. 5-14 to 5-16 and 6-13; Figures 5-1, 5-3, 6-2 and 6-4; Tables 5-6, 6-8 and 6-11; Appendices D, E and F; and Letter from Mr. Noah Lagos dated June 17, 1997).

FAA Action: Approved.