

Part 150: Records of Approval

Orlando International Airport, Florida

Approved on 10/22/01

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, including the National Historic Preservation Act (NHPA).

The 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

There are no new operational controls proposed at this time. The noise mitigation operational control plan that has been established at Orlando International Airport for the past 25 years will continue to remain in effect. (NCP pages 13-1, 14-1)

LAND USE MEASURES

1. Incorporation of the Overlay Zone in Land Development Codes. These overlay zones are described in detail on page 11-7. Zone C includes the DNL 65 dB noise contour and recommends avoiding new residential development, and does not permit new mobile home development. Zone D, corresponding to the DNL 60 dB noise contour, includes sound attenuation requirements, a waiver of claim, and notification to be provided for any new residential development. The Overlay Zone was incorporated into the respective land development codes of the City of Orlando and Orange County during the preparation of the FAR Part 150 Study. It is expected that land development code modifications will also be established by Osceola County for the portion of the Overlay Zone that falls within their jurisdiction during 2001. (NCP, pages 11-1 - 11-8, 13-1; Exhibits 11-1 - 11-6; and Tables 11-1 - 11-4)

FAA Action: Approved.

2. Sound Insulation Program with Avigation Easement It is recommended that the Greater Orlando Aviation Authority offer to provide sound insulation, only where feasible and cost effective and in exchange for an avigation easement to homeowners located within the DNL 65+dB contour of the 2001 Noise Exposure Map. Sound insulation would only be beneficial to those residences where sound insulation can be effectively applied. Sound insulation for mobile homes, for example, would not be beneficial. This project includes 30 homes. It is also recommended that this program include insulation of Shenandoah Elementary School, which is

located within the DNL 65 dB for the forecast NEM timeframe. This will reduce existing non-compatible land uses. (NCP, pages 12-1, 13-2, and 14-2)

FAA Action: Approved.

3. Property Acquisition Program It is recommended that the Greater Orlando Aviation Authority offer to provide voluntary acquisition of residential properties meeting the eligibility requirements of the FAA and those located within the 65 DNL contour. As indicated previously some of these residences are mobile homes and are not suitable for sound insulation. Acquisition would be the only applicable noise mitigation action for these types of homes. In addition, others owning non-mobile home residences may prefer that their homes be acquired in lieu of sound insulation. Any offers of acquisition would be limited to those who acquired the residence prior to October 1, 1998. It is planned that any fixed residence purchased through this program will be, in turn, sound insulated and sold with an aviation easement. Mobile home owners who are renting property will be moved and the park land purchased. Mobile home owners who also own the property and wish to participate in this program will be required to sell the home and the underlying property. As with the sound insulation program, the acquisition of residences would be purely on a voluntary basis. (NCP, pages 12-2, 13-2, and 14-2; GOAA letter dated 9/24/01)

FAA Action: Approved. Relocation must be consistent with 49 Code of Federal Regulations, Part 24 to be eligible for Federal financial assistance.

4. Acquisition of Noise Monitoring Equipment. The current noise and operations monitoring system has been an effective addition to the noise abatement program. The information provided by the system has helped to develop operational noise abatement measures, has allowed the accurate identification of the source of noise complaints and improved the resolutions of problems through follow-ups with those who registered the noise complaints. The benefits of future enhancements to the system (upgraded field monitors or improvements to system software and hardware) would allow the Authority to stay current with future technological advancements. All current equipment is anticipated to remain in place over the next five years. The acquisition of new noise monitoring equipment is not expected in the short term (less than 5 years). Justification for replacement equipment will be determined at the time of the proposed replacement. (NCP, pages 13-3, 14-2)

FAA Action: Approved. 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 pre-set noise thresholds.