

**RECORD OF APPROVAL  
OCALA INTERNATIONAL AIRPORT  
Ocala, Florida**

The Ocala International Airport (OCF), Ocala, Florida, FAR Part 150 Noise Study Update describes the current and future non-compatible land uses based upon the parameters established in 14 CFR Part 150 (Part 150), Airport Noise Compatibility Planning (NCP).

In August, 1991, the FAA approved an NCP for OCF. The City of Ocala did not request a re-evaluation of the noise abatement measures previously approved in the 1992 NCP (identified on Page 58 of this NCP). The recommended new program measures are summarized on Table ES-1, Page ES-4 and Page 107 of the NCP. The NCP recommends four additional land use measures and two additional program management measures. No public comments were received during the NCP review period.

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, 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.

**LAND USE MEASURES**

**1. Update City of Ocala Land Development Regulations**

Prevent future development of noise sensitive uses within the 60 DNL and greater noise contours. (NCP, pages ES-4, 96, 97; and Table ES-1)

**FAA Action: Approved.** This is within the authority of the local land use jurisdictions; the Federal government does not control local land use. Outside the DNL 65 dB noise

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.

## **2. Land Use Mitigation Program**

Purchase developed and undeveloped land within the DNL 65dB and greater noise contours. (NCP, pages ES-4, 65, 66, 97; Figures 11.4, 11.5; and Tables ES-1, 9.2, 9.3, 11.4)

**FAA Action: Approved.** 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. Approval of this measure does not commit the FAA to future Federal funding assistance.

## **3. Redevelopment Program**

Redevelop land purchases as part of the Land Use Mitigation Program. (NCP, pages ES-4, 101, 107; and Table ES-1) Ensures that any re-development or re-use of land purchased as part of the Land Use Mitigation Program will be compatible with airport operations.

**FAA Action: Approved.** Eligibility for Federal funding of any re-use/re-development program will be determined at the time of application.

## **4. Public Notification**

Advertise noise exposure contours and availability of Part 150 documents local newspapers 3 times each year. (NCP, pages ES-4, 101, 102; and Table ES-1)

**FAA Action: Approved.**

# **PROGRAM MANAGEMENT MEASURES**

## **1. Pilot Education Program**

Development, publication and distribution of informational materials for pilots outlining noise abatement policies. (NCP, pages ES-4, 104; and Table ES-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. Community Information Program**

Development, publication and distribution of informational materials for residents and businesses outlining airport noise abatement efforts. (NCP, pages ES-4, 104, 105; and Table ES-1)

**FAA Action: Approved.**

## **3. Periodic NCP Review**

Review of operational activity and NCP implementation to assist in determining future NEM/NCP update timing. (NCP, pages ES-4, 105; and Table ES-1)

**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].

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL  
FAR PART 150  
NOISE COMPATIBILITY PROGRAM

Ocala International Airport  
Ocala, Florida

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Regional Counsel, ASO-7

X \_\_\_\_\_  
CONCUR NONCONCUR  
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6/23/08  
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