

**RECORD OF APPROVAL
ORLANDO EXECUTIVE AIRPORT
Orlando, Florida**

The Orlando Executive Airport (OEA), Orlando, Florida, FAR Part 150 Noise and Land Use Compatibility Study (NCP) 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.

In October, 1992, the FAA approved an NCP for OEA. The Greater Orlando Airport Authority (GOAA) did not request a re-evaluation of the noise abatement measures previously approved in the 1992 NCP (identified on Page 2 of the Executive Summary in this NCP). The recommended new program measures are summarized on Page 3 of the NCP. The NCP recommends one additional operational noise abatement measure, two additional program management measures, and one additional land use measure.

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.

OPERATIONAL MEASURE

1. Modification of the Current Helicopter Flight Track to and From the North

Currently the helicopter flight corridor north of the Airport passes over residential areas north of Fashion Square Mall. To avoid these residential areas, it is recommended that non-emergency rotorcraft operations to and from the north fly to Colonial Drive (SR 50) then west to I-4 and then turn northbound along the Interstate. All other rotorcraft tracks are recommended to remain in effect with no changes. (NCP, pages 10-2, 13-1; Exhibits D, 11-1; and Tables 10-1A., 13-1, 13-2)

FAA Action: Approved as voluntary measure, subject to traffic, weather, and airspace safety and efficiency.

LAND USE MEASURE

1. Property Acquisition Program

The development of a voluntary acquisition program that allows non-compatible land uses to be removed from high noise exposure areas. It is recommended that residences located within the 2006 baseline 70 DNL and greater contour be considered for voluntary property acquisition through the use of FAA noise funding. (NCP, pages 10-3, 12-1, 12-3; Exhibits F, 12-1; and Tables 13-2)

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. .

PROGRAM MANAGEMENT MEASURE

1. Additional Noise Monitoring Equipment

It is recommended that five (5) additional noise monitors be acquired. Potential sites that have been identified for three of the new monitors include three schools located southwest of OEA along the Runway 7 extended centerline. The remaining two new monitors will be used to replace existing outdated monitors. It is also recommended that an Air to Ground Monitoring Tower be acquired to aid in communications. This system provides a scanner which is interfaced into a digital recording server and

processed via a software application. (NCP, pages 10-3, 10-6, 13-1; Exhibits 10-2; and Tables 10-1B, 13-1)

FAA Action: Approved. Eligibility for Federal funding of five noise monitors and Air to Ground Monitoring Tower will be determined at the time of application. Fixed noise monitoring equipment is ineligible where the Part 150 noise exposure maps (existing and forecast) show no non-compatible land uses. 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 preset noise thresholds and shall not be used for mandatory enforcement of any voluntary measure.

2. Pilot Brochure

Develop a "Pilot Handout" to identify noise abatement procedures associated with OEA. The handout would be provided to FBOs, pilots and others using the facility. The intent of the handout is to make pilots aware of the existing and future voluntary noise mitigation procedures in effect at the Airport. (NCP, pages 10-3, 13-1; and Tables 10-1C, 13-1, 13-2)

FAA Action: Approved. Inserts or other information must not be construed as mandatory air traffic procedures. Prior to release, language in the brochure should 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.

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL
FAR PART 150
NOISE COMPATIBILITY PROGRAM

Orlando Executive Airport
Orlando, Florida

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X _____
CONCUR NONCONCUR

6/19/08
Date

Robert B. Chapman
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X _____
APPROVED DISAPPROVED

6/23/08
Date