

Noise Land Disposal



**Federal Aviation
Administration**

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Objectives

- ✓ Management of Noise Land – OIG Audit
- ✓ Noise Land Advisory Circular
- ✓ The Land and the Money
- ✓ Frequently Misunderstood Items
- ✓ Indianapolis International Example

Management of Noise Land OIG Audit



Management of Acquired Noise Land

1. **Why is land acquired for Noise Compatibility?**

- *Part 150 Noise Compatibility Program*
- *Mitigation of Development Project Impact*

2. **FAA requirements to manage acquired noise land?**

- *Acquired Noise Land is Different than Airport Development Land*
- *Grant Assurance #31 / Special Conditions*
- *OIG Audit*
- *FAA Program Guidance Letter (PGL 08-02 CHG 1)*

3. **What is the Sponsor required to do?**

1. *Inventory the Acquired Land. (Verify with Exhibit A's / field inspection)*
2. *Develop a reuse plan – Screen to Retain Land Needed for Noise Compatibility / Identify Reuse of Unneeded Land*
3. *Sponsor's options to dispose of Unneeded Land.*
4. *Use of Proceeds on the Sale of Unneeded Land.*

4. **FAA Oversight and Acceptance of Inventory and Re-use Plans.**

Noise Land Disposal

(OIG Audit)

In September 2005, Office of Inspector General issued Audit Report:
<http://www.oig.dot.gov/StreamFile?file=/data/pdfdocs/Final9-30.pdf>

“Management of Land Acquired Under Airport Noise Compatibility Programs”

Audit focused on three areas:

1. Identify land no longer needed for noise compatibility purpose
2. Dispose of noise land through sale, lease or other means
3. Ensure that proceeds are used for other noise compatibility projects or returned

Audit Focused Initially on 11 Airports

- Bellingham International Airport
- Charlotte/Douglas International Airport
- Cincinnati/Northern Kentucky International Airport
- **Detroit Metro Wayne County International Airport**
- Las Vegas McCarran International Airport
- Palm Beach International Airport
- Phoenix Sky Harbor International Airport
- Reno-Tahoe International Airport
- Seattle-Tacoma International Airport
- **Toledo Express Airport**
- Tucson International Airport

Statutory Requirements

49 USC 47107(c)(2) requires airports:

- Dispose of land at no less than fair market value at earliest practical time after land no longer needed for noise compatibility
- Retain an interest (easement, deed restriction, etc) in the land disposed to ensure compatible land use
- Apply FAA grant share of land acquisition to proceeds of land disposal and reinvest in future approval noise project or return to Trust Fund

Noise Land Grant Assurance

- **Grant Assurance 31 applies under 49 USC 47107 (c)(2)(A)**
 - Owner must dispose of land at fair market value at earliest time when land is no longer needed for noise compatibility
 - Ensure land will be maintained compatible with the airport
 - Land Proceeds:
 - Returned to Airport and Airway Trust Fund;
 - Reinvested in an approved noise project; or
 - Reinvested for as an AIP-eligible project

Noise Land Program Guidance Letter



Noise Land Program Guidance Letter

Issued January 30, 2008

**Defines the process for
Inventory, Reuse, and Disposal
of Noise Land**

**Noise land defined: property
acquired by airport in noise-
impacted noncompatible land
use areas**

Management of Acquired Noise Land:
Inventory - Reuse - Disposal

Federal Aviation Administration
Office of Airport Planning and Programming
Airport Financial Assistance Branch

January 30, 2008

Management of Acquired Noise Land

PGL 08-02

SECTION 1. OBLIGATIONS ASSOCIATED WITH THE ACQUISITION OF NOISE LAND

SECTION 2. MANAGEMENT OF NOISE LAND

Noise Land Inventory and Reuse Plan

SECTION 3. RETAINING NOISE LAND

A. Defining “No Longer Needed for Noise Compatibility.”

B. Reserving Adequate Property Rights to Prevent Incompatible Land Use

SECTION 4. DISPOSAL OF UNNEEDED NOISE LAND

SECTION 5. USE OF DISPOSAL PROCEEDS

SECTION 6. FAA OVERSIGHT OF NOISE LAND

SECTION 7. COMPLIANCE AND REPORTING

ATTACHMENT A: LAND USE COMPATIBILITY

ATTACHMENT B: REQUIREMENTS FOR NOISE LAND INVENTORY

ATTACHMENT C: REQUIREMENTS FOR REUSE PLAN

ATTACHMENT D: APPRAISAL SCOPE OF WORK STATEMENT

ATTACHMENT E: SAMPLE ESCROW ACCOUNT

Noise Land PGL 08-02

Section 3 – Disposal of Noise Land

- **Defines “No longer needed for Noise Compatibility”**
- **Ensure that adequate property rights and protections are reserved**
- **Appraisal Requirements**
- **Acceptable Disposal Methods**

Noise Land PGL 08-02

Section 4 - Use of Disposal Proceeds

- **Temporary Placement of Proceeds**
- **Noise Land Exchange**
- **Interim Lease of Noise Land**
- **Use for AIP-eligible projects**
- **Transfer to another Airport**



Noise Land PGL 08-02

Section 5 – FAA Oversight of Noise Land

- **FAA Review of Noise Land Inventory**
- **FAA Review of Reuse Plan**
- **FAA Approval of Long Term Lease**
- **Environmental Review**
- **FAA Approval Letter**

Environmental Review of Noise Land

Environmental Review of Noise Land

- **Past Approval to Acquire Land**
- **Disposal of Unneeded Noise Land**
- **Retention of Land for Eligible Aeronautical or AIP Eligible Airport Use**



Noise Land Disposal



•Disposal of Unneeded Noise Land

–Disposal does not involve a Federal Action subject to NEPA EXCEPT to the extent that FAA approves a grant or amends an ALP to depict new airport or aeronautical uses

STRONG RECOMMENDATION: Work with your ADOs!!

Noise Land Retention

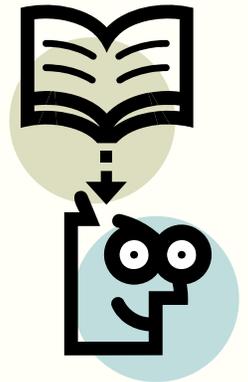
- **Retention of Land for Eligible Aeronautical or AIP Eligible Airport Use**
 - Converting Noise Land to Airport Development Land requires FAA approval to depict changes on ALP
 - FAA must evaluate level of Environmental Review required



Attachments/Appendices

Noise Land Advisory Circular

- **A: Sample Noise Inventory**
- **B: Requirements for Noise Land Inventory**
- **C: Requirements for Reuse Plan**
- **D: Noise Land Acquisition Management and Reuse/Disposal Checklist**
- **E: Sample Appraisal Scope of Work**



The Land and the Money



Development Land vs. Noise Land

Acquired Noise Land is Different than Airport Development Land!

Airport Development land (AIP Eligible or Non-AIP Eligible)

Land needed to carry out airport development or to remove or mitigate an existing airport hazard or prevent or limit the creation of a new airport hazard. (49 USC §47102(3)(C)) What sponsors mostly acquire land for, i.e. expansion, safety and standards, aeronautical uses.

Acquired Noise Land (if Funded with AIP or PFC)

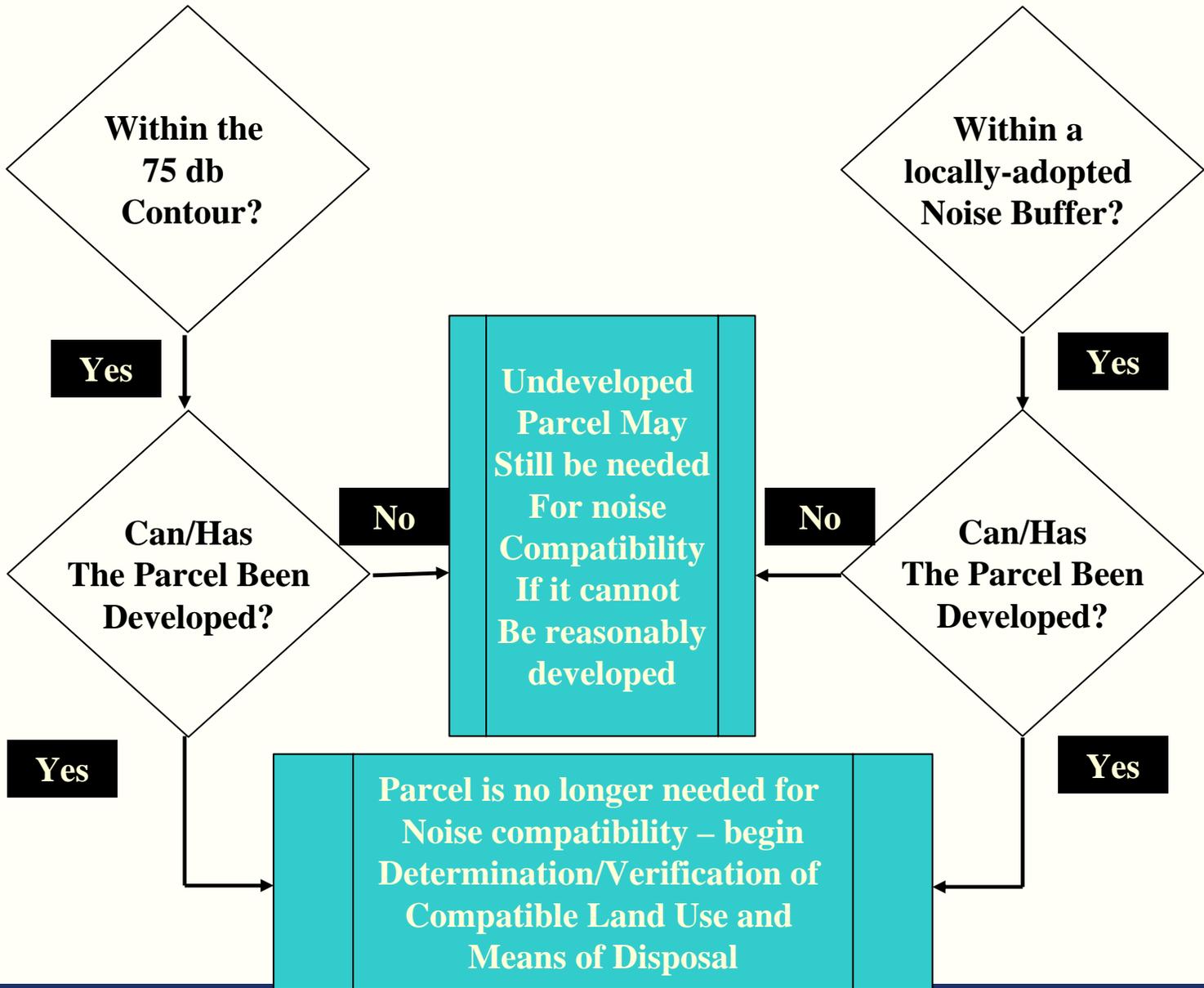
Acquired land retained as needed for noise compatibility, but when no longer needed for noise compatibility, Sponsor must be *DISPOSE. Any net proceeds on a sale or lease of unneeded land are recycled to fund eligible noise compatibility measures.**

*** *DISPOSE* means Unneeded Noise Land May be:**

- 1. *Converted to or Exchanged for AIP Eligible Airport Development Land, or***
- 2. *Converted or Exchanged for Non-AIP Eligible Airport Development Land, or***
- 3. *Market Sale of the Land.***

1. Determine the Noise Contour for the Parcel

2. Determine if the parcel can be developed compatibly



Land Inventory – General Steps

1. Review Noise Land for Retention

- Within 75 dB DNL Contour? Noise buffer?
- Use for Airport/Aeronautical Purposes?
 - *Noise land that is AIP eligible as aeronautical use may be added to the airport and shown on the Exhibit A.*
 - *Airport Development Land? [\(See AIP Handbook @ par. 824\)](#)*

2. Secure FAA Concurrence on Excess Land Inventory

- Mapping: Change ALP / Exhibit A?
- Environmental Approvals?

3. Disposal Plan Submitted to FAA.

Timing, Appraisal Specifications, Eligible Sales Expenses, Re-use of Proceeds, etc; as Necessary for Grant Compliance.

Fair Market Value for Land Disposal

Sale or Lease of the Excess Land Must be at FMV \$\$\$

Statutory Requirement, per Assurance 31:

The airport sponsor will dispose of land that was purchased under a grant for airport noise compatibility purposes, when the land is no longer needed for such purposes (or eligible airport purposes), at fair market value, at the earliest practicable time.*

**PGL08-02 Clarifies Land Retention Eligibility*

Fair Market Value for Land Disposal

Short term lease is interim use, rent is airport revenue.

Long-term Lease is Disposal (say 30 to 50 year term)

- Reserve Bond Issued to Compensate FMV of Land
- Rent Payments Applied to Bond Payments

FMV Needed for ALL Ground Leases.

Leased Value of the Land Should Equal Its Fee Value (*For Sale Value*)

Fee Value = Leased Fee + Leasehold

Leased Fee = PV Rent Payments + PV Property Reversion

If Leased Fee less than Fee Value, Property Value is Lost

Rent @ Market with Consideration of Reversion Will Preserve Value

Commercial Ground Lease Practices are the Standard for Appraisal

Retained Restrictions: Protect Airport and Prevent Incompatible Land use

Airport must retain adequate property rights and restrictions on the use and development of the land:

- Enforceable Easement and/or Deed Restriction Must be Recorded With or Prior to any Sale or Lease of Excess Noise Land.
- Land is Appraised Subject to Retained Rights & Development Restrictions.

Retain Adequate Property Rights

- Enforceable Easement and/or Deed Restriction Must be Recorded With or Prior to any Sale or Lease of Excess Noise Land.
- Land is Appraised Subject to Retained Rights & Development Restrictions.
- Land use or development not compatible with Airport Use or Operations Prohibited
- Current FAA / Airports Cooperative Research Project on enforcement of compatible land use restrictions: easements, deed restrictions/covenants...

Eligible Sale Expenses –

Per AIP Handbook

Paragraph 811 a.

(3) Costs attributable to preparing land for resale may be deducted from the proceeds of disposal, but are not allowable costs under a grant. Such costs may include, but are not limited to, rezoning, replatting and upgrading of utilities and services (infrastructure cost acceptable only to the extent that it may be shown to be cost effective, e.g. up to the increase in land value).

(4) Costs associated with holding land are not allowable under a grant, nor may they be deducted from the proceeds of resale. Such holding costs may include, but are not limited to, property taxes assessed against the sponsor during the period of ownership, charges for utilities and public services, insurance, financing charges, and assessments.

Use of Sale Proceeds

Per AIP Handbook

NOISE COMPATIBILITY PROJECTS

810. GENERAL.

a. Eligible noise compatibility projects generally fall into the following categories: land acquisition (including relocation assistance), noise insulation, runway and taxiway construction (including associated land acquisition, lighting and NAVAIDs), noise monitoring equipment, noise barriers and other Part 150 approved noise abatement/compatibility measures. Sponsors may from time to time propose

b. Noise compatibility projects usually are located in areas where aircraft noise exposure is significant, as measured in day-night average sound level (DNL) of 65 decibels (dB) or greater. However, projects mayalso be approved and made eligible in areas of less noise exposure. ...

Example of Sales Proceeds

Eligible Noise Compatibility Programs

Suppose 5 acres of unneeded land was sold for \$1,000,000. Eligible sales and development expenses total \$200,000. Net Proceeds are \$800,000. The land acquisition was funded at 80% by FAA, and therefore 80% of the \$800,000 or \$640,000 must be reinvested in noise projects at the airport.

Frequently Misunderstood Items



Disposed of Unneeded Noise Land

Disposal does not mean that an airport has to sell the property!

- Disposal is simply getting the land “off the noise land books” (including dealing with the proceeds, of course)
- It is the airport sponsor’s decision how to dispose (subject to FAA acceptance).
 - Disposal by Exchange
 - Disposal by Sale
 - Disposal by Conversion to AIP Eligible Airport Development Land
 - Disposal Through Long Term Lease or Conversion to AIP-ineligible airport –owned land
- Disposal of unneeded noise land is not a land release that requires public notice or FAA letter of release. Disposal of Noise Land requires FAA acceptance of Inventory and Reuse Plan.

Frequently Misunderstood Items

Giving the Money Back

- FAA doesn't really want the proceeds from the Disposal *back*
- The intent is to reuse the disposal proceeds on other noise projects at the airport
- To do this, the airport will establish an escrow account with a local bank. FAA, the airport and the bank will execute the agreement.
- When the airport uses the proceeds for a noise project, instead of using grant funds, it will use the disposal proceeds for the federal share.
- The grant will be tracked using FAA's grant management system, SOAR

Attachment B - Inventory Guidance

The Inventory of Acquired Noise Land needs to include the following for FAA acceptance and monitoring:

- Schedule of AIP Grant and Parcel ID (should be the same as the Exhibit A) Show:
 - Current Status per approved Reuse Plan; e.g. Sold, leased, retained for noise compatibility, converted to AIP eligible use, converted to aeronautical related (revenue producing)
 - Recordation Data on Sold Redevelopment Parcels
- Aerial photo / map showing acquired land, Show:
 - Noise Contour shown (latest approved NEM)
 - Airport Development / Aeronautical Use Parcels Outlined
 - Redevelopment Parcels (to be disposed or disposed)
 - Retained easements, deed covenants, other retained property rights

Attachment C – Re-Use Plan Guidance

The Airport Sponsor submits the following for FAA Acceptance

- **Part A: Identify acquired parcels Needed for Noise Compatibility**
- **Part B: Identify Unneeded land to be disposed by Market Sale**
 - Include and update as disposal of redevelopment parcels progresses. Show appraised FMV information and sales proceeds when disposed.
- **Part C: Identify Unneeded land to be incorporated as eligible Airport development land and used as airport owned Aeronautical related revenue producing land.**
 - ALP changes required to incorporate land. Applicable Environmental documentation completed

Attachment D – Sample Appraisal Scope of Work

Fair Market Value Appraisal Required on Redevelopment Parcels

i.e. Unneeded land, not to be retained for Airport/Aeronautical use

- Land is Assembled and Appraised at its Highest and Best Use
- Land may be valued as Raw Land, prior to any infrastructure or zoning changes, BUT Appraiser MUST Anticipate a Zoning Change and Market Demand for the Redevelopment of the Land.
- If zoning and redevelopment approvals are in place, land may be valued as entitled buildable lots (sponsor “Eligible Expenses” per AIP Handbook to develop land may offset sales prices to determine net sales proceeds).
- Land is Appraised Subject To Retained Property Rights (avigation easement or deed covenants to prevent incompatible development)

Attachment E – Sample Escrow Agreement

Escrow Account to Hold Net Sales Proceeds pending reinvestment.

To be used where reinvestment of Funds is not immediately available.

Sample agreement provides acceptable terms and costs for the FAA and the Sponsor to initiate and maintain an escrow agreement with a regulated bank or other financial institution.

Sales proceeds will be deposited and FAA authorized funds will be available for eligible project expenditures.

FAA Review of Inventory and Reuse Plan

FAA may accept upon finding that:

- ✓ Inventory is Accurate and Includes all AIP and PFC assisted land acquisition (Verify against Exhibit A or the funding documents)
- ✓ Adequate property rights (easement/deed restrictions) are retained by the airport to prevent incompatible use or development of the land disposed.
- ✓ Sale, lease or exchange of the unneeded land will be at the Fair Market Value, and;
- ✓ Disposal proceeds will be used for an FAA-approved AIP-eligible noise compatibility project or returned to the Trust Fund.
- ✓ Sponsors may dispose of noise land by long-term lease provided the sponsor arranges to repay the federal share of the current FMV of the property at the time it enters into the lease as a lump sum. Repayment of the federal share over time is not allowed.

Environmental on Disposal

- **Prior Acquisition Approval.** FAA approval to fund and amend ALPs to depict acquisition of noise land. Subject to NEPA and is normally categorically excluded (FAA Order 1050.1E, paragraph 307d. Alternatively, these actions may be addressed as part of an environmental assessment or impact statement.
- **Noise Land Inventory and Reuse Plan.** FAA's actions are administrative, not discretionary in nature. Therefore, the application of NEPA is not triggered.
- **Conversion or Exchange of Unneeded Noise Land for Airport Development Land.** FAA approves changes to the ALP and the Airport Property Map to incorporate development/operational land (including retained restrictions). FAA Order 5050.4B determines the level of environmental review under NEPA required for these projects.
- **Market Sale/lease for Redevelopment.** The market sale/lease for redevelopment does not involve Federal action subject to NEPA or other federal environmental laws, regulations, or executive order. Airspace reviews, including those under 14 CFR Part 77 associated with disposal of noise land, are advisory actions per FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, paragraph 301.

Compliance Schedule

- ✓ **October 2009.** Other airports with pre-2006 noise land grants submit Reuse Plan. Noise Land Inventory for all acquired noise land must be completed prior to submittal of Reuse Plan as agreed upon between the FAA and the individual airport.
- ✓ **Noise land acquisition grants issued in FY 2006 or later.** Noise Land Inventories and Reuse Plans must be completed or updated by project completion, in accordance with the grant special condition.
- ✓ **Ongoing Monitoring.** FAA Regions will routinely monitor compliance and disposal progress as documented on accepted current inventory and reuse plan.

Airport Name	AIP Funds	Acres	
Indianapolis International	\$59,452,000	397	chi
Central Illinois Regional Airport	\$8,634,570	365	chi
Greater Peoria Regional	\$2,555,626	51	chi
Greater Rockford	\$1,989,900	46	chi
Terre Haute International Hulman Field	\$1,222,446	101	chi
Chicago Midway International	\$930,526	N/A	chi
Decatur	\$240,024	4	chi
<i>Toledo Express Airport</i>	<i>\$26,753,094</i>	<i>1,193</i>	det
<i>Detroit Metropolitan Wayne County</i>	<i>\$25,642,860</i>	<i>550</i>	det
Cleveland-Hopkins International	\$23,732,163	47	det
James M. Cox Dayton International	\$14,195,138	743	det
Port Columbus International	\$4,118,310	66	det
Rickenbacker International	\$3,382,096	650	det
Akron-Canton Regional	\$1,726,685	30	det
Minneapolis-St Paul International	\$25,160,226	69	mSP
General Mitchell International	\$4,690,046	101	mSP
Rapid City Regional	\$346,077	N/A	bis
TOTAL	\$204,771,787	4413	



Sponsor's Requirements

Mr. Airport Manager
Airport
City, State

Dear Mr.:

Our records show that the Federal Aviation Administration (FAA) has awarded \$xxxxx in Airport Improvement Program (AIP) grants for the acquisition of land for noise compatibility purposes at [insert airport name].¹

One of the associated grant obligations is to dispose of such land when it is no longer needed for noise compatibility purposes, return such proceeds to the Federal government or reuse them in accordance with established guidelines.

At this time, we have not received the necessary information from [insert airport] to ensure compliance with these requirements. On February 1, 2008, Program Guidance Letter (PGL) 08-02 (attached) was issued by the Manager of Airports Financial Assistance Division establishing guidelines, procedures, and a firm deadline for Sponsors to comply with these requirements.

The Great Lakes Region Airports Division is requesting that a Noise Land Inventory and Reuse Plan be submitted to your respective Airports District Office by **September 1, 2009**. This is just prior to the national deadline, in order for Regional review and comment if needed.

If you have any questions about the requirements, please direct them to Ms. Lindsay Butler, Great Lakes Regional Environmental Protection Specialist at (847) 294-7723, or via email at lindsay.butler@faa.gov. In addition, there will be a working session regarding these requirements at our Airports Conference in November. For more conference information, please visit our website at: www.faa.gov/airports_airtraffic/airports/regional_guidance/great_lakes.

Sincerely,

Debbie Roth
Assistant Manager
Airports Division

Attachments: PGL 08-02 and Noise Land FAQs

¹ Source: DOT Office of the Inspector General Audit Report AV-2005-078 dated 09/30/2005.

✓ Letter to Sponsor sent
September 2008

✓ Noise Land Inventory and
Reuse Plan to be submitted to
FAA by **September 1, 2009**

✓ Work with ADO or Region

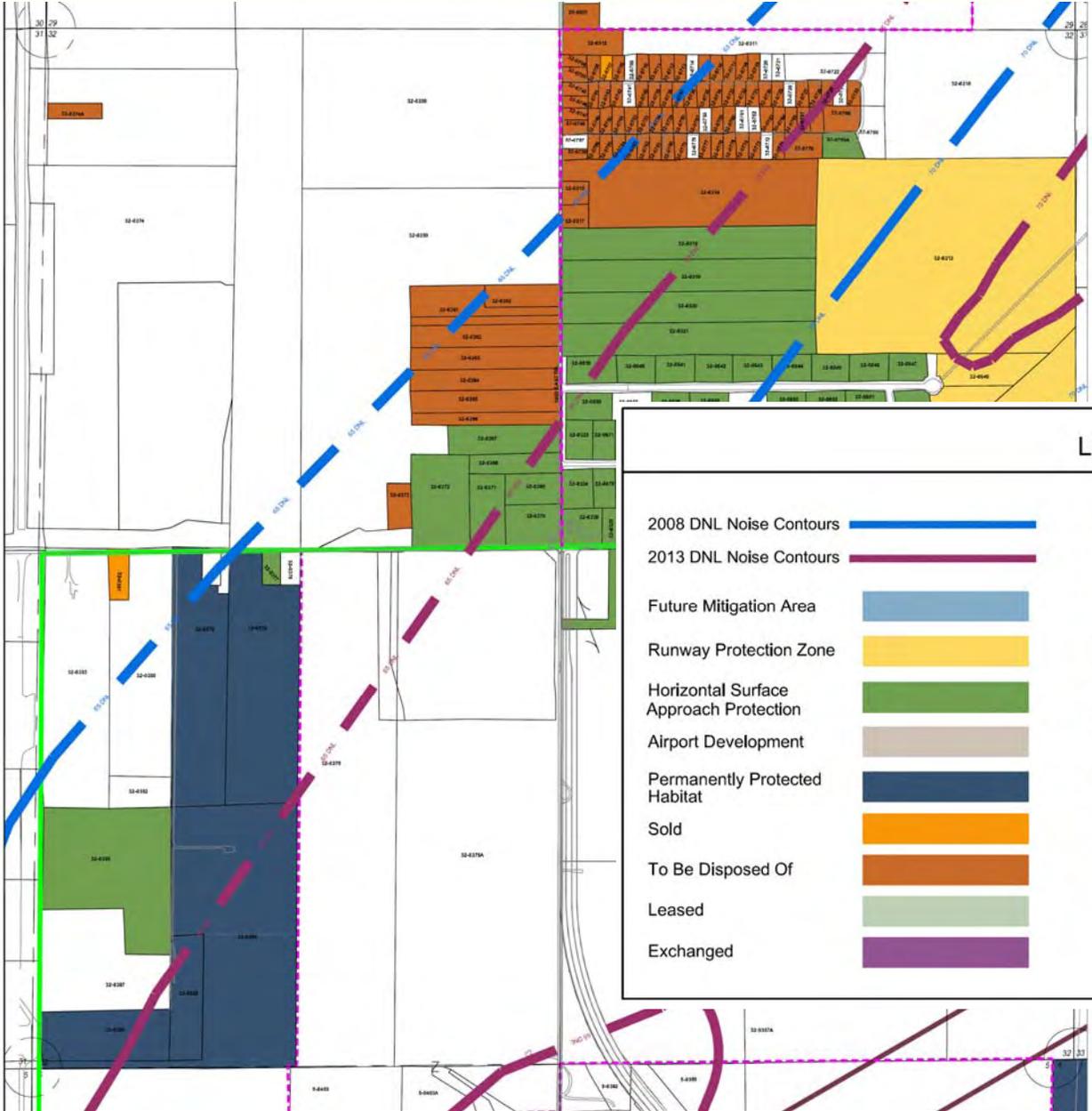
Sponsor's Requirements

- Prepare an inventory of Acquired Noise Land
- Identify if that land is needed for future noise compatibility
- If not, identify what can be done with that land
- Prepare a Reuse Plan
- Submit to FAA by September 1, 2009
- Begin fulfilling Reuse or Disposal Items
- FAA will monitor and audit compliance with the requirements

Indianapolis International Example

Provided by Aerofinity

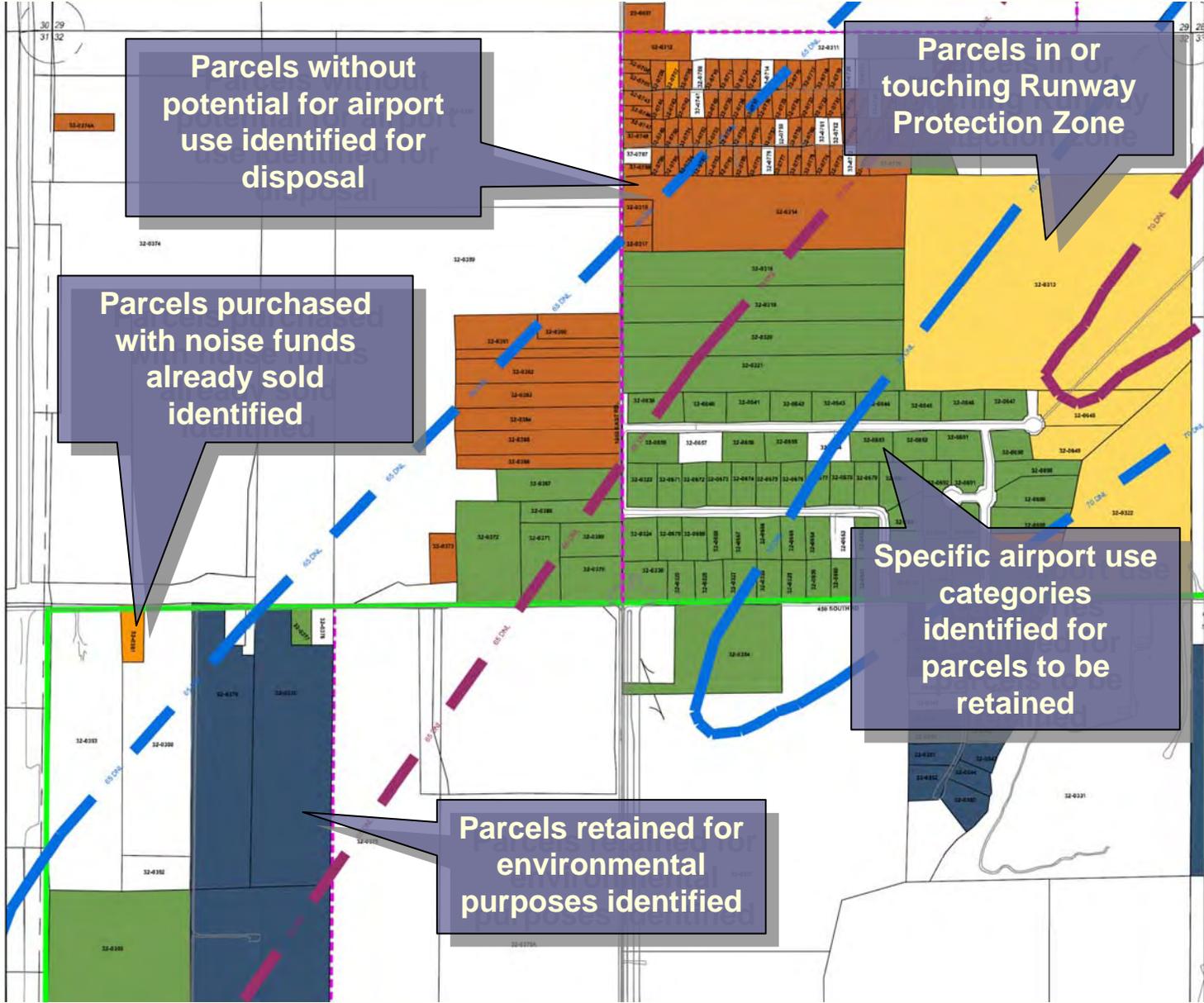




LEGEND

2008 DNL Noise Contours		Airport Property Line	
2013 DNL Noise Contours		Temporary Bat Habitat to be Relocated	
Future Mitigation Area		Potential Environmental Mitigation Area	
Runway Protection Zone		HCP Area Boundary	
Horizontal Surface Approach Protection		Interim Bat Habitat to be Retained for 15 years	
Airport Development		Interim Bat Habitat to be Permanently Protected	
Permanently Protected Habitat		Restored Wetland and Bat Habitat to be Permanently Protected	
Sold		1999 SEIS Mitigation	
To Be Disposed Of		Wetland and Bat Habitat Buffer Area	
Leased		Power Line Relocation	
Exchanged			





Parcels without potential for airport use identified for disposal

Parcels in or touching Runway Protection Zone

Parcels purchased with noise funds already sold identified

Specific airport use categories identified for parcels to be retained

Parcels retained for environmental purposes identified



Data Table Definitions

ZONING	
City of Indianapolis/Marion County Zoning Codes	
A	Airport District
C-1	Office-Buffer District
C-2	High Intensity Office-Apartment District
C-3	Neighborhood Commercial District
C-3C	Corridor Commercial District
C-4	Community-Regional Commercial District
C-5	General Commercial District
C-6	Thoroughfare Service District
C-7	High Intensity Commercial District
C-ID	Commercial-Industrial District
C-S	Special Commercial District
D-A	Dwelling Agriculture District
D-S	Dwelling Suburban District
D 1-12	Dwelling District
D-P	Planned Unit Development District
I-1-S	Restricted Industrial Suburban
I-2-S	Light Industrial Suburban
I-3-S	Medium Industrial Suburban
I-4-S	Heavy Industrial Suburban
I-1-U	Restricted Industrial Urban
I-2-U	Light Industrial Urban
I-3-U	Medium Industrial Urban
I-4-U	Heavy Industrial Urban
SU-3	Golf Course, Golf Driving Range, Golf Country Club - Public or Private
SU-8	Correctional and Penal Institution
SU-10	Cemetery
SU-13	Sanitary Landfill
SU-18	Light and Power Substation
SU-23	Permanent Gravel or Sand Processing Plant, Rock Crushing, Grinding or Milling and Stock Piling
SU-28	Petroleum Refinery and Petroleum Products Storage
SU-39	Water Tank, Water Pumping Station and Similar Structures not Located on Bridges
SU-41	Sewage Disposal Plant; Garbage Feeding and Disposal
SU-42	Gas Utility
SU-43	Power Transmission Lines
SU-44	Off-Track Pari Mutual Wagering Facilities, Licensed as Satellite Facilities Under IC 4-31-5.5

PROPOSED CATEGORY	
AD	Airport Development (includes parcel in or touching area that is or will be developed for airport purposes)
RPZ	Runway Protection Zone (includes parcel in or touching RPZ)
PPH	Permanently Protected Habitat (includes parcel in or touching RWBHP)
HSAP	Horizontal Surface Approach Protection
FMA	Future Mitigation Area (includes parcel within the HCP with a stream)
TBDO	To be Disposed of
L	Leased
S	Sold
E	Exchanged

IAA ENVIRONMENTAL CATEGORY	
RWBHPP	Restored Wetlands and Bat Habitat to be Permanently Protected (primary category)
IBHPP	Interim Bat Habitat to be Permanently Protected
IBHR15	Interim Bat Habitat to be Retained for 15 years
TBHR	Temporary Bat Habitat to be Relocated
PEMA	Potential Environmental Mitigation Area
WBHBA	Wetlands and Bat Habitat Buffer Area
HCP	Habitat Conservation Plan Area

CURRENT USE	
CR	Commercial/Retail
V	Vacant
RS	Residential
RC	Recreational
F	Farmland
I	Infrastructure
AA	Airport Airside (includes airport development within the AOA)
AL	Airport Landside (includes airport development outside the AOA)

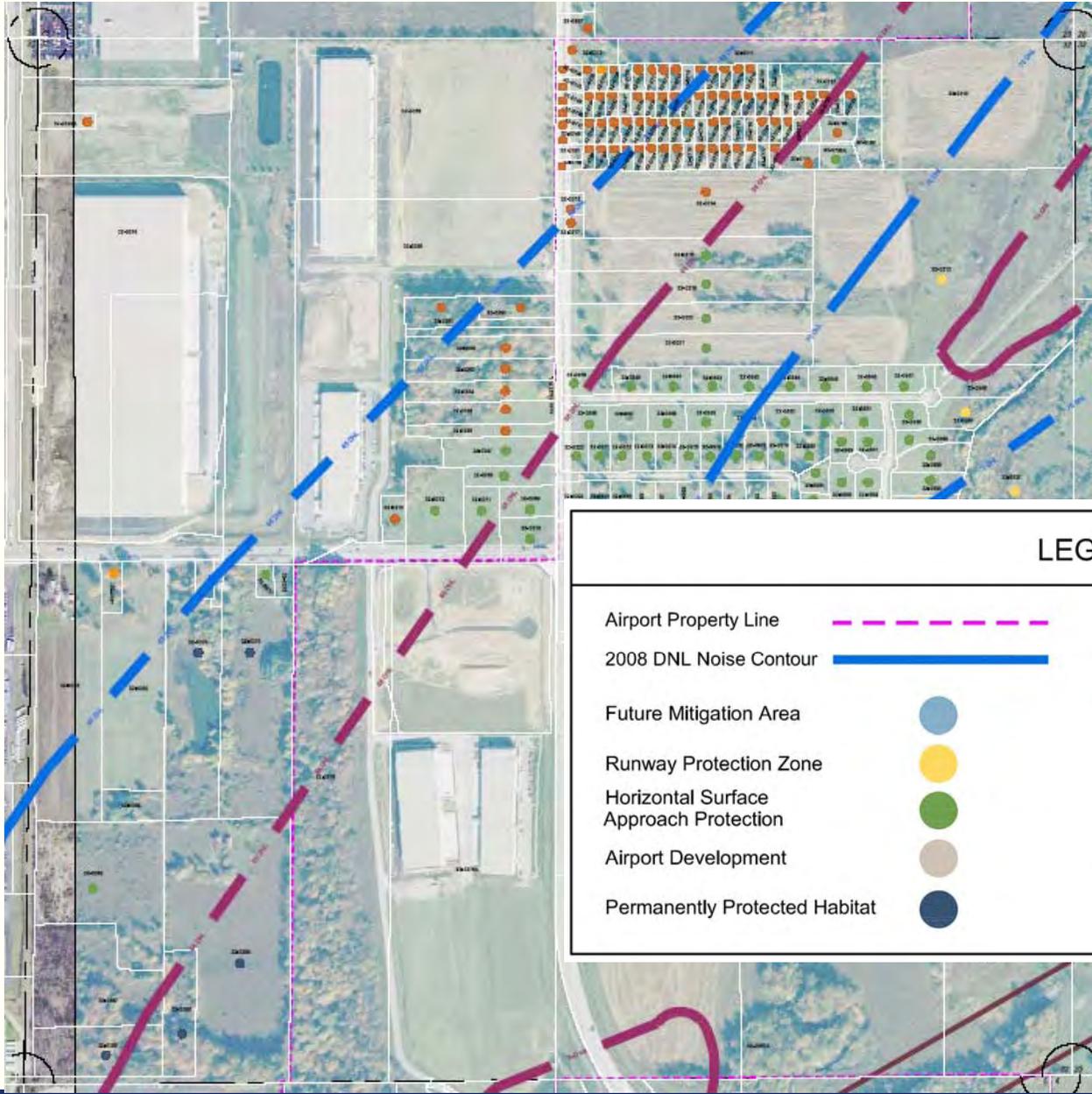
NOISE CONTOURS	
Parcel is considered within a DNL contour if it is in or touching a depicted DNL noise line	

PERTINENT INFORMATION	
Pertinent information field includes information such as stream or major roadway (i.e., I-70) located on land	



Data Table 1 Excerpts

IAA Parcel Number	2008 Noise Contour	2013 Noise Contour	Current Use	Proposed Use Category	Eligible Airport Development Use	Zoning/Land Use	Environmental Action Needed for Conversion	FAA Date of Conversion	
32-0312	OUTSIDE 60	OUTSIDE 60	V	TBDO	NA	AD	NA	02/22/2007	
32-0313	70	65	V	RPZ	NA	OTHER	NA	02/22/2007	
32-0314	65	65	F	TBDO	NA	OTHER	NA	02/22/2007	
32-0315	65	OUTSIDE 60	F	TBDO	NA	OTHER	NA	02/22/2007	
32-0316	65	65	F	HSAP	NA	OTHER	NA	02/22/2007	
32-0317	65	OUTSIDE 60	F	TBDO	NA	OTHER	NA	02/22/2007	
32-0319	65	65	F	HSAP	NA	OTHER	NA	02/22/2007	
32-0320	65	65	F	HSAP	NA	OTHER	NA	02/22/2007	
32-0321	70	65	F	HSAP	NA	OTHER	NA	02/22/2007	
32-0322	70	65	V	RPZ	NA	OTHER	NA	02/22/2007	
32-0323	65	65	V	HSAP	NA	OTHER	NA	02/22/2007	
32-0324	65	65	V	HSAP	NA	OTHER	NA	02/22/2007	
32-0325	70	65	V	HSAP	NA	OTHER	NA	02/22/2007	
32-0326	70	65	V	HSAP	NA	OTHER	NA	02/22/2007	
32-0327	70	65	V	HSAP	NA	OTHER	NA	02/22/2007	
32-0328	65	65	V	HSAP	NA	OTHER	NA	02/22/2007	
32-0329	65	65	V	HSAP	NA	OTHER	NA	02/22/2007	
32-0330	65	65	V	HSAP	NA	OTHER	NA	02/22/2007	
32-0332	65	65	V	PPH	NA	OTHER	NA	02/22/2007	
32-0333	65	65	V	PPH	NA	OTHER	NA	02/22/2007	



LEGEND

<p>Airport Property Line - - - - -</p> <p>2008 DNL Noise Contour —————</p> <p>Future Mitigation Area ●</p> <p>Runway Protection Zone ●</p> <p>Horizontal Surface Approach Protection ●</p> <p>Airport Development ●</p> <p>Permanently Protected Habitat ●</p>	<p>2013 DNL Noise Contour —————</p> <p>Sold ●</p> <p>To Be Disposed Of ●</p> <p>Leased ●</p> <p>Exchanged ●</p>
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Data Table 2 Excerpts

IAA Parcel Number	Assessor's Parcel Number	Proposed Use Category	Grant(s)	Total Grant Amount	Federal Share AIP Grant	Instrument Number	Deed Book	Page Number	Purchased Recorded Date
32-0312	21-1-32-52E-200-001	TBDO	47, 83	\$152,221.00	80%	NA	345	800	12/1/1995
32-0313	06-2-32-52E-200-004	RPZ	32, 45	\$196,813.00	80%	NA	322	773	9/28/1992
32-0314	21-1-32-52E-200-004	TBDO	32, 45	\$98,406.50	80%	NA	322	773	9/28/1992
32-0315	21-2-32-52E-200-005	TBDO	23	\$78,753.00	80%	NA	305	750	9/6/1989
32-0316	06-2-32-52E-200-007	HSAP	24, 45	\$95,818.00	80%	NA	310	19	7/11/1990
32-0317	06-2-32-52E-200-006	TBDO	23	\$87,790.00	80%	NA	305	935	9/21/1989
32-0319	21-2-32-52E-200-008	HSAP	17	\$80,259.00	80%	NA	302	919	2/21/1989
32-0320	21-2-32-52E-200-009	HSAP	23	\$83,588.00	80%	NA	305	325	8/11/1989
32-0321	21-2-32-52E-200-010	HSAP	17	\$48,794.00	80%	NA	304	863	7/14/1989
32-0322	21-2-32-52E-200-011	RPZ	23, 83	\$104,740.00	80%	NA	305	948	9/21/1989
32-0323	21-2-32-52E-260-009	HSAP	23	\$67,794.00	80%	NA	305	322	8/11/1989
32-0324	21-2-32-52E-265-001	HSAP	17	\$64,970.00	80%	NA	303	164	3/15/1989
32-0325	06-1-32-52E-265-016	HSAP	23	\$83,190.00	80%	NA	306	513	11/3/1989
32-0326	21-2-32-52E-265-015	HSAP	23	\$80,328.00	80%	NA	303	501	4/6/1989
32-0327	21-2-23-52E-265-014	HSAP	17	\$64,533.00	80%	NA	303	870-73	5/8/1989
32-0328	21-2-32-52E-265-013	HSAP	23	\$143,075.00	80%	NA	305	391	8/16/1989
32-0329	21-2-32-52E-265-012	HSAP	23	\$70,533.00	80%	NA	303	216	3/20/1989
32-0330	21-2-32-52E-265-011	HSAP	17, 23	\$102,335.00	80%	NA	301	1044	12/1/1988
32-0332	21-2-32-52E-435-003	PPH	23	\$45,533.00	80%	NA	306	700	11/20/1989



Questions / Guidance Needs?

✓ PGL 08-02 “***Management of Acquired Noise Land***”

www.faa.gov/airports_airtraffic/airports/aip/guidance_letters/media/PGL_08_02.pdf

✓ AIP Handbook Chapter 8, FAA Order 5100.38

✓ Compliance Handbook, FAA Order 5190.7

Questions? Discuss with your ADO or contact the Region

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