

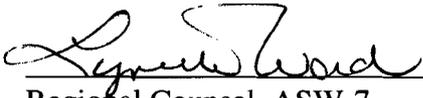
FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 C.F.R. PART 150 NOISE COMPATIBILITY PROGRAM

Alexandria International Airport

Alexandria, Louisiana


Regional Counsel, ASW-7

8/14/07
Date

Concur

Nonconcur


Airports Division Manager, ASW-600

8/14/07
Date

Approved

Disapproved

RECORD OF APPROVAL

Alexandria International Airport Alexandria, Louisiana

14 C.F.R. PART 150 NOISE COMPATIBILITY PROGRAM

Statements within the program measures below summarize as closely as possible the airport operator's recommendations contained in the Noise Compatibility Plan (NCP). The statements within the summaries that precede the indicated Federal Aviation Administration (FAA) approval, disapproval, or other determination do not represent the opinions or decisions of the FAA. The page numbers in parentheses cross-reference the submitted document/addenda.

Part 150 regulations require notice and opportunity for a public hearing prior to formal submittal of the NCP for FAA review. A public hearing was held on December 14, 2006. While notice of the hearing was provided to the public, it did not conform to standard practices. As a result, the England Economic and Industrial Development District (England Authority) posted public notice of a second public hearing on the NCP in the Alexandria Town Talk on July 28, 2007. The second public hearing was held on August 13, 2007. Twenty people attended the public hearing. All comments and questions received at the second hearing were responded to at that time by the England Authority and are included in the public hearing transcript. All pertinent documentation regarding the hearing has been submitted to the FAA and accepted as complete.

The approvals listed herein include approvals of actions that the England Authority recommends be taken by the FAA. The approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

NOISE ABATEMENT MEASURES

1. **Use of Departure Track RAD14X.** Military aircraft departing from Runway 14 would use RAD14X, instead of RAD14 (NCP, pp. 7-7 and 9-1).

FAA Determination: Approved as voluntary, subject to wind, weather, and operational efficiency and safety.

2. **Use of Arrival Track A32B.** Military aircraft arriving to Runway 32 would use A32B, instead of VOR32 (NCP, pp. 7-13 and 9-2).

FAA Determination: Approved as voluntary, subject to wind, weather, and operational efficiency and safety.

LAND USE MEASURES

3. Primary Area Fee Simple Acquisition and Relocation Assistance Program. It is recommended that all eligible parcels in the Primary Area be offered the opportunity to participate in the Fee Simple Acquisition and Relocation Assistance Program, as described in Sections 8.3.1 and 8.4.1.1 (NCP, pp. 8-19, 8-27 and 9-2; Figures 9.2 and 9.3). Eligible parcels include single-family, multi-family, mobile home, and vacant residential parcels, as well as community facilities, schools, day-care centers, youth and detention centers. Residential owner-occupants and tenant-occupants, as well as community facilities and institutions, must be offered relocation assistance in accordance with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Pub. L. 91-646, as amended). Owners of vacant residential parcels shall not be eligible for relocation assistance for those parcels. Structures will be removed or converted to a compatible land use following relocation of occupants.

FAA Determination: Approved for purposes of Part 150. Eligible vacant residential parcels are limited to those considered “infill” among established residential areas.

4. Primary Area Avigation Easement Acquisition Program. It is recommended that all eligible parcels in the Primary Area, that choose not to participate in the Fee Simple Acquisition and Relocation Assistance Program, be offered the opportunity to participate in the Avigation Easement Acquisition Program, as described in Sections 8.3.3 and 8.4.1.2 (NCP, pp. 8-23, 8-28 and 9-2; Figures 9.2 and 9.3). Eligible parcels include single-family, multi-family, mobile home, and vacant residential parcels, as well as community facilities, schools, day-care centers, youth and detention centers.

FAA Determination: Approved for purposes of Part 150. Eligible vacant residential parcels are limited to those considered “infill” among established residential areas.

5. Primary Area Acoustical Treatment Program. It is recommended that all eligible parcels in the Primary Area, that choose not to participate in the Fee Simple Acquisition and Relocation Assistance Program or Avigation Easement Acquisition Program, be offered the opportunity to participate in the Acoustical Treatment/Sound Insulation Program, as described in Sections 8.3.4 and 8.4.1.3 (NCP, pp. 8-25, 8-29 and 9-9; Figures 9.2 and 9.3). Eligible parcels include single-family and multi-family residential parcels, as well as community facilities, schools, day-care centers, and detention centers. An avigation easement or similar interest should be reserved by the England Authority as a condition of participation in the Acoustical Treatment/Sound Insulation Program.

FAA Determination: Approved for purposes of Part 150.

6. Property Management and Redevelopment Plan. During the implementation of the mitigation programs in the Primary Area, it is recommended that the England Authority retain ownership of all acquired property. It is recommended that property management include, but not be limited to, disposition of improvements by demolition or sale for removal to another site, clearing of trees and vegetation, and lease of land for agricultural use (e.g., hay production). It is further recommended that the England Authority prepare a written long-term redevelopment plan for the acquired properties in the Primary Area, following completion of all mitigation programs in the Primary Area. See Section 8.4.1.4 (NCP, pp. 8-35 and 9.9) for further details.

FAA Determination: Approved for purposes of Part 150.

7. Secondary Area Avigation Easement Acquisition Program. It is recommended that all eligible residential and vacant residential parcels, as well as St. Matthews Baptist Church (#9), located within the Secondary Area, be offered the opportunity to participate in the Avigation Easement Acquisition Program, as described in Sections 8.3.3 and 8.4.2.1 (NCP, pp. 8-23, 8-36 and 9-9; Figures 9.2 and 9.3). St. Matthews Apartments, USHUD Project #064-EE146-WAH-NP-L8, is not eligible.

FAA Determination: Approved for purposes of Part 150. Eligible vacant residential parcels are limited to those considered “infill” among established residential areas.

8. Secondary Area Acoustical Treatment Program. It is recommended that all single-family residential parcels, as well as St. Matthews Baptist Church (#9), located within the Secondary Area, which choose not to participate in the Avigation Easement Acquisition Program, be offered the opportunity to participate in the Acoustical Treatment/Sound Insulation Program as described in Sections 8.3.4 and 8.4.2.2 (NCP, pp. 8-25, 8-43 and 9-9; Figures 9.2 and 9.3). St. Matthews Apartments, USHUD Project #064-EE146-WAH-NP-L8, is not eligible. An avigation easement or similar interest should be reserved by the England Authority as a condition of participation in the Acoustical Treatment /Sound Insulation Program.

FAA Determination: Approved for purposes of Part 150.