

**RECORD OF APPROVAL
ORLANDO SANFORD INTERNATIONAL AIRPORT
SANFORD, FLORIDA**

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 land use control measure below summarizes as closely as possible the airport operator's recommendations in the modification to the Noise Compatibility Program (NCP) and is cross-referenced to the program. The statements contained within the summarized land use control measure and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

LAND USE MEASURES

Land Acquisition (NCP, pages 10-10, 11-1, 21-1 thru 12-3, 13-2; Amendment Attachments B and C) The airport authority has been in the process of acquiring property to the east and south of the airport over recent years and is proposing additional acquisition for noise abatement purposes. The airport proposes to offer to acquire incompatible property located in whole or in part within the 65 DNL noise contour of the most current approved NEM. The majority of the property within the 65 DNL noise contour is located east and west of the airport, although a few parcels are located to the north. This program will comply with the Federal Uniform Relocation Act.

FAA Action: Approved. Acquisitions are limited to existing non-compatible land uses located within the 65 DNL noise contour of the official NEM (2004 DNL Noise Contours), and 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.