

Part 150: Records of Approval

Tallahassee Regional Airport, Florida

Approved on 12/20/96

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 advise 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.

The operational and land use control 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 operational and land use control measures and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

OPERATIONAL CONTROLS

Operational Control No. 1.

Balance the air carrier and military jet departure activity on Runways 27 and 36 (approximately 40 percent of the departure activity on each runway) to reduce noise exposure north of the airport. Departure activity on other runways should remain the same as the current condition. This measure recommends a modification of Air Traffic Control procedures to increase the use of Runway 27 departures of air carrier and military jet activity to approximately 40 percent and to reduce departure of these aircraft to approximately 40 percent on Runway 36. For military jet departures, approximately 40 percent of these represent touch and go activity and would need to remain on runway 36. The remaining military jet activity would be assigned the same as the proposed air carrier activity. Other aircraft runway utilization would remain the same as the current condition. This will reduce noise exposure on sensitive areas north of the Airport and reduce the number of impacts within the 65 DNL contour by 53 people. (pgs. 35-36; p. 12; and Table 14).

FAA Action: Approved as a voluntary measure.

Operational Control No. 2.

This measure recommends the implementation of a "close-in" departure procedure for Runways 36 and 09 and a "distant" departure for Runway 18 based on Advisory Circular 91-53A. This will increase aircraft altitude over noise sensitive areas south of the Airport and reduce noise levels in residential areas north and east of the Airport. (pgs. 36-37; Table 14; and AC 91-53).

FAA Action: Approved as a voluntary measure.

Operational Control No. 3.

This measure recommends that when precision approach Global Positioning System (GPS) technology becomes available, a GPS should be installed and alternative approach procedures to Runway 27 should be reviewed to determine if approach track modifications are warranted. This will provide for future flexibility in reducing arrival noise to areas east of the Airport. (pg. 37 and Table 14).

FAA Action: Approved in Part. FAA approves the review of alternative approach procedures to Runway 27 to determine if approach track modifications are warranted for noise benefits when precision approach GPS technology becomes available. The airport operator may submit supplemental information, including the noise benefits, upon completion of its review and may request approval under Part 150 of specific approach procedures to be used. However, the installation of a GPS under Part 150 is disapproved. The primary benefits of a GPS would be related to a development upgrade rather than noise benefits. This does not prevent the installation of a GPS outside of Part 150.

Operational Control No. 4.

This measure supports the Federal legislation for the phase-out of Stage 2 aircraft by the year 2000. The phase-out of Stage 2 aircraft will reduce the impact of aircraft noise on areas surrounding the Airport. (pg. 37 and Table 14).

FAA Action: Approved as an expression of airport operator support for the Federal transition schedule

LAND USE MEASURES

Land Use Control No. 1.

This measure recommends that current zoning for the City of Tallahassee and Leon County be amended to implement noise overlay zoning to supplement the underlying zoning categories. Overlay Zone 1 should be associated with the 60 DNL contour and Zone 2 should be associated with the 65 DNL contour using identifiable features to define the limits. Generally, residential uses, churches, hospitals and schools would be excluded from the 65 DNL contour and consideration would be given to precluding the location of additional mobile homes from the 60 DNL contour and above. This would preclude the potential for future incompatible development in areas subject to overflight and noise exposure. (Pg. 42-43; Exhibit 12; and Tables 13 15).

FAA Action: Approved.

Land Use Control No. 2

It is recommended that current zoning for the City of Tallahassee and Leon County be changed to designate land north of the Airport, east of Sand

Road, West of Capitol Circle S.W., and south of S.R. 20 for future compatible forms of commercial and industrial development; and to designate land north of S.R. 20, west of Capitol Circle S.W., south of Gum Road and east of a north-south line situated approximately 3,600 feet west of Capitol Circle S.W. for low density residential development. This would preclude the

potential for future incompatible development in areas subject to overflight and noise exposure. (pgs. 43-44; Exhibits 11 and 13; and Tables 13 15).

FAA Action: Approved in part. The portion of this recommendation related to any new residential development, regardless of density, does not meet Part 150 approval criteria to prevent the introduction of noncompatible land uses and is disapproved. This disapproval for purposes of Part 150 is not intended to discourage planning efforts to reduce the potential for future noncompatible land uses.

Land Use Control No. 3.

It is recommended that existing building codes for the City of Tallahassee and Leon County be amended to require soundproofing in new residential and noise sensitive institutional land uses (churches, hospitals, etc.) that may occur within the composite current and future 65 DNL noise contours. This addresses noise impacts which may occur on new noise sensitive uses in undeveloped areas. The application of these standards should only impact vested residential lots or parcels available for development, and only if the acquisition program proposed is not implemented. (pgs. 44-45 and Tables 13 15).

FAA Action: Approved. Sound attenuation consistent with Part 150 Table 1 will make these structures compatible. The FAA believes that the prevention of additional residential land uses within the DNL 65 dB contour is highly preferred over allowing such uses even at lower densities and combined with sound attenuation. The airport operator and local land use jurisdiction are urged to pursue all possible avenues to discourage new residential development within these levels of noise exposure.

Land Use Control No. 4.

It is recommended that the City of Tallahassee and Leon County amend the current Tallahassee-Leon County Comprehensive Plan to incorporate the recommendations of the updated FAR Part 150 Noise Compatibility Study into the provisions of their planning document. This would identify noise and land use compatibility areas within the aircraft noise impact areas. (pgs. 47-48 and Tables 13 15).

FAA Action: Approved.

Land Use Control No. 5.

It is recommended that procedures be implemented to factor noise compatibility considerations into the project review process of local planning commissions, Boards of Adjustment and staff review of land development proposals. This measure would include the development of specific checklist items relating to issues of noise compatibility and a map showing the area where noise compatibility issues are critical. (pg. 48 and Tables 13 15).

FAA Action: Approved.

Land Use Control No. 6.

It is recommended that the Broadmoor Estates Mobile Home Park be considered for voluntary fee simple acquisition and the present occupants be relocated to other compatible locations not impacted by aircraft related noise. This would remove approximately 210 residences (incompatible land uses) from high noise contour areas. (pgs. 50-51; Exhibit 13; and Tables 13 15).

FAA Action: Approved.

Land Use Control No. 7.

It is recommended that a voluntary purchase program be implemented for the acquisition of all 52 existing single-family residential units in The Cascades, depending upon the extent of neighborhood disruption, and 17 existing predominantly mobile homes located near the eastern terminus of Sullivan Road. This would remove these residences from high noise contour areas. (pgs. 49-52; Exhibit 13; and Tables 13 15).

FAA Action: Approved as a voluntary measure.

Land Use Control No. 8.

Acquisition is recommended for three parcels of undeveloped land located almost entirely within the DNL 65dB contour: west of Capitol Circle S.W., south of Jackson Bluff Road, and north of Lake Cascade that has the potential for residential development. This will provide positive control over land use within high noise contour areas or land available for potential residential development. (pgs. 52-53; Exhibit 13; and Tables 13 15).

FAA Action: Approved. This measure is subject to a determination at the time of implementation that the purchase is necessary to prevent new noncompatible development because noncompatible development on the vacant land is highly likely and local land use controls will not prevent such development.

Land Use Control No. 9.

It is recommended that as a final option, owners of noise impacted property who either opt not to participate in the voluntary purchase program, or whose dwellings are not technologically or financially feasible to undergo soundproofing will be offered the opportunity to sell an avigation easement to the airport. The avigation easement purchase offer will be made only after the completion of the voluntary purchase program and the residential soundproofing program is completed. This will provide protection to the airport from litigation and will provide notification to future residents of noise exposure. (pgs. 53-54; Exhibit 13; and Tables 13 15).

FAA Action: Approved.

Land Use Control No. 10.

It is recommended that soundproofing should be offered as an option to owners of permanent residential structures located within the DNL 65dB voluntary purchase areas, if in doing so, it is both technologically feasible and cost efficient. The soundproofing option would not commence until completion of the voluntary acquisition program. Mobile homes would not be eligible. This would address noise impacts on existing residences and result in notification of future residents of noise impacts. In exchange for the soundproofing, the residents will be required to dedicate an easement and nonsuit covenant to the airport. (pgs. 54-55; Exhibit 13; and Tables 13 15).

FAA Action: Approved.

Land Use Control No. 11.

It is recommended that the City of Tallahassee and Leon County should continue practicing environmental land use controls during their development review process. This supports the

prohibition of residential land use within noise impacted portions of the study area. (pg. 46 and Tables 13 15).

FAA Action: Approved.