

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM

Kissimmee Gateway Airport
Kissimmee, Florida

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9/22/11
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DISAPPROVED

**RECORD OF APPROVAL
KISSIMMEE GATEWAY AIRPORT (ISM)
Kissimmee, Florida**

The Kissimmee Gateway Airport (ISM), Kissimmee, Florida developed a Noise Compatibility Program (NCP) that describes the current and future non-compatible land uses based on the parameters established in 14 Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning. This Part 150 study is an update and consists of existing program measures the Federal Aviation Administration (FAA) previously acted upon that will remain in-place (Attachment), program measures where the airport sponsor is requesting that FAA rescind its prior approval, and new NCP measures where the sponsor is requesting FAA approval. This NCP Update includes request for FAA action on 19 program measures, including 2 operational measures, 16 land use measures, and 1 program management measure.

This NCP was submitted subsequent to a determination by FAA that the associated Noise Exposure Maps submitted under 14 CFR Part 150 for ISM were in compliance with applicable requirements of 14 CFR Part 150 effective December 11, 2009. This determination was published in the Federal Register on December 29, 2009.

The measures listed herein are those which the airport requests FAA act upon. It should be noted approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR 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 FAA funding commitments or decisions to implement the actions. The FAA will make funding eligibility determinations as funds are requested. Later decisions concerning possible implementation of measures in this Record of Approval (ROA) will be subject to all applicable environmental compliance or other procedures and requirements, including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA).

Because this ROA is prepared to support an NCP update, it includes an attachment listing all existing NCP measures since the program's inception in 1994 where the sponsor is not currently requesting FAA action or FAA had previously disapproved the measure. The operational, land use control, and program management measures below summarize as closely as possible the airport operator's recommendations in the NCP and are cross-referenced to the program. The statements contained within the summarized measures and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

OPERATIONAL MEASURES

1. Rescission of Voluntary Preferential Flight Track Procedures (Operational Control No. OC3 in 1994 ROA)

In 1994, ISM submitted the following voluntary preferential flight track procedures to FAA for approval:

Turbo-jet and turbo-prop aircraft departing Runway 15 will be requested to maintain runway heading as long as possible while climbing to initiate turn to any heading only after reaching an altitude of 1,300 feet MSL or reaching a point along the extended centerline past the intersection of Route 17-92 and just before the west shoreline of Lake Tohopekaliga (which is further defined as the intersection of the extended runway centerline and the 175° radial from the Orlando VOR). VFR traffic remaining in the airport's standard traffic patterns should maintain runway heading upon departure until reaching an altitude of 700 feet AGL. IFR traffic taking off from Runway 33 will fly the extended runway centerline until reaching an altitude of 500 feet AGL. At that time the aircraft may be turned to an on-course or a typical westerly heading depending upon local traffic conditions and the aircraft's destination. Typically aircraft departing Runway 33 will not go north or east because of conflicts with MCO. These measures will be subject to traffic at the airport, local traffic at Kissimmee, and current weather conditions. FAA Air Traffic will approve and control use of such procedures, and the City of Kissimmee will publicize the measures to pilots.

In its 1994 Record of Approval, FAA approved this as a voluntary measure. Since the approval of these measures, ISM added a tower and the ISM Air Traffic Control Tower entered into a Letter of Agreement (LOA) with the Orlando International Airport Air Traffic Control Tower. The LOA enhances operational efficiency and safety while also reducing noise exposure. Now that the LOA is in place, the previous recommendation for voluntary preferential flight track procedures no longer reflects current conditions at the airport and was not implemented. ISM requests rescission of the measure. (NCP, pages 1-3 – 1-4, 8-8, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

2. Promote Aircraft Owners and Pilots Association (AOPA) Recommended Noise Abatement Procedures

It is recommended that ISM promote use of the noise abatement procedures recommended by the AOPA. The AOPA recommendations are primarily oriented toward piston powered aircraft operators encouraging them to “Fly Friendly.” Examples of this Fly Friendly program include: lowering the RPM settings on constant-speed propeller aircraft while operating in the traffic pattern, climbing out at best angle of climb verses best rate, or climbing out to 1,000 feet before turning since turns reduce the aircraft’s ability to climb, and avoiding prolonged engine run-ups. (NCP, pages 8-5, 11-3 – 11-4; Tables 11.2 – 11.3; and Appendix O)

FAA Action: Disapproved for purposes of Part 150. There is no quantifiable or demonstrated reduction in noise impacts to existing or future incompatible properties. This disapproval for the purposes of Part 150 does not prohibit the airport sponsor from implementing this measure outside of the Part 150 process.

LAND USE MEASURES

1. Rescission of Comprehensive Plans Incorporate Noise Exposure Maps (Land Use Control No. PC1 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

The City of Kissimmee and Osceola County both have Comprehensive Plans that address land use compatibility in the vicinity of the airport to some extent. It is recommended that the Comprehensive Plans be revised to incorporate the Noise Exposure Maps developed in the Part 150 Noise Study. This will be effective in reducing non-compatible development in vacant areas impacted by the future DNL 65 dB noise exposure contour.

In its 1994 Record of Approval, FAA approved this measure stating that it will be effective in preventing the introduction of new non-compatible development. This measure was not implemented. ISM recommends rescission of FAA's approval of this measure because ISM is recommending a new land use measure, *16. Airport Noise Overlay Zoning*, that recommends the City of Kissimmee and Osceola County adopt an airport noise overlay zone.

(NCP, pages 1-4, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

2. Rescission of Conforming Noise Zones in Conjunction with Noise Exposure Maps (Land Use Control No. PC2 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

The City of Kissimmee has an ordinance which establishes noise zones for Runway 15-33 based on aircraft noise levels. This ordinance establishes land use restrictions and sound level requirements for construction which are related to the noise zones. It is recommended that the noise zone descriptions in the ordinance be changed to conform to the NEM. This will ensure that the areas of applicability for airport related noise control measures are correctly defined.

In its 1994 Record of Approval, FAA approved this measure. This measure was implemented by the City of Kissimmee. ISM recommends rescission of FAA's approval of this measure because ISM is recommending a new land use measure, *16. Airport Noise Overlay Zoning*, that recommends the City of Kissimmee and Osceola County adopt an airport noise overlay zone.

(NCP, pages 1-4, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

3. Rescission of Establishment of Airport Noise Zoning Ordinances in Osceola County (Land Use Control No. PC3 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

Osceola County does not currently have an airport noise zoning ordinance. It is recommended that Osceola County develop overlay zoning to supplement the existing land zoning. This would prevent non-compatible development of vacant areas in Osceola County within the noise contours.

In its 1994 Record of Approval, FAA approved this measure. This measure was not implemented. ISM recommends rescission of FAA's approval of this measure because ISM is recommending a new land use measure, *16. Airport Noise Overlay Zoning*, that recommends the City of Kissimmee and Osceola County adopt an airport noise overlay zone.

(NCP, pages 1-4, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

4. Rescission of Notification of Aircraft Flyovers to Prospective Buyers within Noise Zones (Land Use Control No. PC4 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

The City of Kissimmee Noise Ordinance has a real estate sales disclosure provision which requires that a notification of potential noise impacts be given to prospective purchasers of residential property located in noise Zones B (DNL 70 to 75) and C (DNL 65 to 70). No residential development is allowed in noise zone A (DNL 75 and above). A listing of property requiring notification is maintained and updated yearly. This ordinance requires that a disclosure statement be completed for the sale of all residential property located in a noise zone which is filed with the property deed. This measure recommends that the current noise disclosure statement be revised to include an additional clause and that the disclosure statement be made available to all title companies and real estate agents in the Kissimmee area. The measure also recommends that the exact location of affected properties be coordinated with the Osceola County Property Appraiser's office and that the Osceola County regulations be modified to add a real estate sales disclosure provision to a County noise ordinance. This measure will provide notification of the possibility of aircraft flyovers and airport generated noise to prospective purchasers of residential property within the DNL 65 noise contour.

In its 1994 Record of Approval, FAA approved this measure and stated that it strongly discouraged additional residential development in areas with noise exposure levels greater than 65 dB. This measure was implemented by the City of Kissimmee. ISM recommends rescission of FAA's approval of this measure because ISM is recommending a new land use measure, *16. Airport Noise Overlay Zoning*, that

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recommends the City of Kissimmee and Osceola County adopt an airport noise overlay zone.

(NCP, pages 1-4, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

5. Rescission of Kissimmee City Code Adopting Approved Noise Exposure Maps (Land Use Control No. PC5 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

It is recommended that the Noise Exposure Maps (NEM) and other criteria that were developed in this Part 150 Noise Study be adopted into the Kissimmee City Code. It is also recommended that Osceola County develop a County noise ordinance compatible with the City's ordinance. This will provide the City and County with the latest NEM documentation for determining compatible land uses within the noise zones and criteria for sound level reduction requirements for structures.

In its 1994 Record of Approval, FAA approved this measure and stated that it strongly discouraged the development of additional noise sensitive uses within the DNL 65dB contour rather than allowing such uses if sound attenuated. FAA did state that it was, however, a matter within the jurisdiction of the City and County and if such development is deemed necessary by those bodies, the houses should be sound attenuated during construction. This measure was implemented by the City of Kissimmee. ISM recommends rescission of FAA's approval of this measure because ISM is recommending a new land use measure, *16. Airport Noise Overlay Zoning*, that recommends the City of Kissimmee and Osceola County adopt an airport noise overlay zone.

(NCP, pages 1-4, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

6. Rescission of Disclosure of Airport Noise (Land Use Control No. PC6 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

It is recommended that City and County subdivision regulations be modified to help ensure that adequate disclosure of airport generated noise is provided where needed.

In its 1994 Record of Approval, FAA approved this measure. This measure was implemented by the City of Kissimmee. ISM recommends rescission of FAA's approval of this measure because ISM is recommending a new land use measure, *16.*

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Airport Noise Overlay Zoning, that recommends the City of Kissimmee and Osceola County adopt an airport noise overlay zone.
(NCP, pages 1-4, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

7. Rescission of Future Development Agreements between the City of Kissimmee and Osceola County (Land Use Control No. PC7 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

It is recommended that an interlocal agreement between the City of Kissimmee and Osceola County providing that a formal site plan review for development within the DNL 65 noise contour be established. This will provide the City and Airport with an opportunity to review and respond to the potential compatibility of proposed development in the County with the operation and future plans of the airport.

In its 1994 Record of Approval, FAA approved this measure. This measure was not implemented. ISM recommends rescission of FAA's approval of this measure because ISM is recommending a new land use measure, *16. Airport Noise Overlay Zoning*, that recommends the City of Kissimmee and Osceola County adopt an airport noise overlay zone.
(NCP, pages 1-4, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

8. Rescission of Purchase of Vacant Property within High Noise Areas (Land Use Control No. PC9 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

Subject to available funding, the City of Kissimmee, with the owner's consent, will purchase vacant property located within the DNL 65, 70, or 75 noise contours that is expected to be developed for non-compatible use. Purchase will be considered only if other measures such as the purchase of development rights or other less costly methods will not be effective in a particular case. Acquired noise property will either be retained for aviation use as needed or resold for a compatible use.

In its 1994 Record of Approval, FAA approved this action, subject to an evaluation at the time of implementation that the property is within the DNL 65 contour, and to a determination that the property either has been zoned incompatibly or is in imminent danger of being developed incompatibly unless it is acquired by the airport operator. This measure was not implemented. Since 1994 when this measure was approved, there have been significant changes in the aircraft fleet mix at the airport. As a result,

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the NEM contours have shrunk significantly reducing the number of incompatible properties to such a degree that the sponsor has determined the measure is no longer effective in reducing impacts to incompatible properties. Furthermore, ISM is recommending a new land use measure, *15. Voluntary Property Acquisition Program*, that provides for voluntary acquisition of all incompatible properties. ISM recommends rescission of FAA's approval of this measure.

(NCP, pages 1-4 – 1-5, 9-1, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

9. Rescission of Purchase of Vacant Property Development Rights (Land Use Control No. PC10 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

Subject to available funding, the City of Kissimmee will purchase the development rights of vacant property within the DNL 65, 70, or 75 noise contours which cannot be purchased outright. This will compensate property owners for limiting proposed development to compatible uses

In its 1994 Record of Approval, FAA approved this measure. This measure was not implemented. Since 1994 when this measure was approved, there have been significant changes in the aircraft fleet mix at the airport. As a result, the NEM contours have shrunk significantly reducing the number of incompatible properties to such a degree that the sponsor has determined the measure is no longer effective in reducing impacts to incompatible properties. Furthermore, ISM is recommending a new land use measure, *15. Voluntary Property Acquisition Program*, that provides for voluntary acquisition of all incompatible properties. ISM recommends rescission of FAA's approval of this measure.

(NCP, pages 1-4 – 1-5, 9-1, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

10. Rescission of Establishment of an Airport Noise Committee (Land Use Control No. PC11 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

The City of Kissimmee will establish a noise committee with City and County residents to monitor noise complaints and provide a channel of communication between the public and the airport.

In its 1994 Record of Approval, FAA approved this measure. This measure was not implemented. Since 1994 when this measure was approved, there have been significant changes in the aircraft fleet mix at the airport. As a result, the NEM contours have shrunk significantly reducing the number of incompatible properties to such a

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degree that the sponsor has determined the measure is no longer warranted. ISM recommends rescission of FAA's approval of this measure. (NCP, pages 1-4 – 1-5, 9-1,11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

11. Rescission of Purchase of Existing Non-compatible Residential Property (Land Use Control No. RC1 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

It is recommended that the City of Kissimmee, subject to available funding and with the owner's consent, purchase existing non-compatible residential property. Acquired noise property will either be retained for aviation use as needed or resold for a compatible use. Net income from the resale of property acquired with AIP noise funds would be returned to the AIP fund or used to purchase other eligible noise impacted lands.

In its 1994 Record of Approval, FAA approved this measure. This measure was not implemented. ISM is recommending a new land use measure, *15. Voluntary Property Acquisition Program*, that provides for voluntary acquisition of all incompatible properties. ISM recommends rescission of FAA's approval of this measure. (NCP, pages 1-4, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

12. Rescission of Establishment of a Redevelopment Program (Land Use Control No. RC2 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

It is recommended that a redevelopment program be established where the City of Kissimmee would acquire existing non-compatible properties located within the DNL 65 noise contour. Structures would be demolished or remodeled for a compatible use, and the acquired land would either remain the property of the City or be resold with aviation easements attached to ensure long-term compatibility. The cost of demolition or removal of structures would be deducted from the income derived from resale of the property. Net income from the resale of property acquired with AIP noise funds would be returned to the AIP fund or used to purchase other eligible noise impacted lands.

In its 1994 Record of Approval, FAA approved this measure. FAA stated that this approval did not constitute any determination with respect to AIP eligibility and that parts of this development program may be ineligible for Federal funding, as the airport owner recognizes in the NCP. This measure was not implemented because no incompatible properties were purchased. Since 1994 when this measure was

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approved, there have been significant changes in the aircraft fleet mix at the airport. As a result, the NEM contours have shrunk significantly reducing the number of incompatible properties to such a degree that the sponsor has determined the measure is no longer warranted. ISM recommends rescission of FAA's approval of this measure. (NCP, pages 1-4 – 1-5, 9-1, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

13. Rescission of Purchase of Avigation Easements (Land Use Control No. RC3 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

It is recommended that the City of Kissimmee or Osceola County, with consent of owners, purchase avigation easements to be held by the City for property located within the DNL 65, 70, or 75 noise contours if the land acquisition and redevelopment programs are not possible. The easement may be acquired in exchange for acoustical treatment of an existing structure.

In its 1994 Record of Approval, FAA approved this measure. This measure was not implemented contrary to the status information that seems to indicate otherwise at Appendix M, p. 6. While the airport did acquire avigation easements for some properties as part of the Runway 15 ILS implementation, these easements were not acquired for noise compatibility purposes but rather for the purposes of removing obstructions from the approach surface (i.e. trimming trees). The airport has not used FAA noise set aside funds to purchase noise easements; therefore this measure has not been implemented. Since 1994 when this measure was approved, there have been significant changes in the aircraft fleet mix at the airport. As a result, the NEM contours have shrunk significantly reducing the number of incompatible properties to such a degree that the sponsor has determined the measure is no longer warranted. ISM recommends rescission of FAA's approval of this measure. (NCP, pages 1-4 – 1-5, 9-1, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

14. Rescission of Establishment of an Acoustical Treatment Program (Land Use Control No. RC4 in 1994 ROA)

In 1994, ISM submitted the following measure to FAA for approval:

It is recommended that, subject to available funding, the City of Kissimmee establish an acoustical treatment program to consider all eligible existing non-compatible buildings located within the DNL 65 noise contour where acquisition and conversion to compatible use cannot be accomplished. Eligibility will be determined by interior noise monitoring to determine if the need for acoustical treatment exists under the City's Noise Ordinance. Acoustical treatment would

be performed on a priority basis with schools first, single family homes second, and multi-family homes and apartment complexes third. A structure within the DNL 70 noise contour would be treated before a structure within the DNL 65 but outside the DNL 70 noise contour. It is recommended that specific consideration be given to Pleasant Hill Elementary School and Osceola High School.

In its 1994 Record of Approval, FAA approved this measure. FAA stated that further specific consideration of acoustical treatment for Pleasant Hill Elementary School and Osceola High School should include consideration of the location of the DNL 65 dB contour and revised noise zones and that AIP funding may not be available for projects located in areas outside the DNL 65dB contour. This measure was not implemented. This measure is superseded by new recommendations. Specifically, ISM is recommending a new land use measure, *15. Voluntary Property Acquisition Program*, that provides for voluntary acquisition of all incompatible properties. (NCP, pages 1-4, 8-6 – 8-7, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

FAA Action: The 1994 approval is withdrawn at the operator's request in accordance with 14 CFR Part 150.35(d)(5).

15. Voluntary Property Acquisition Program

The study recommends a voluntary land acquisition program for properties meeting the eligibility requirements of the FAA for use of noise mitigation funds. The study recommends that the properties located within the most current approved 65 dB DNL or greater contour (and adjacent to the limits of the 65 dB DNL is appropriate to avoid the splitting of a neighborhood enclave) be acquired on a voluntary basis pending available FAA and City funds. No developed commercial, industrial, or other noise compatible land uses would be included in the program. It should be noted that all land acquisition must comply with grant assurances that requires airport sponsors to develop reuse plans and dispose of noise land as soon as practical. (NCP, pages 8-6, 10-1 – 10-4; Figure 10.1; and Tables 11.2, and 11.3)

FAA Action: Approved. While properties determined to be incompatible uses within the 65 dB DNL are eligible for consideration of AIP funding, this approval does not constitute a funding commitment on the part of the FAA. At the time AIP funds are applied for, each property eligible for AIP funding consideration will be evaluated by the FAA to verify the property meets all AIP funding criteria including but not limited to: the property is still designated as an incompatible land-use as depicted on noise contour maps developed using current operational data. The voluntary land acquisition program must be implemented in accordance with the Uniform Act and applicable FAA guidance. Any residential purchase with short-term lease back arrangements must be necessary to accommodate relocation to the replacement housing.

16. Airport Noise Overlay Zoning

The study recommends an airport noise overlay zone be adopted by the City of Kissimmee and Osceola County. The study recommends that the 2029 50db DNL contour be used as the limits of the overlay zone at ISM. (NCP, pages 8-6, 9-2 - 9-3, 9-23; Figure 9.16; and Tables 11.2, and 11.3)

FAA Action: Disapproved for purposes of Part 150. The local jurisdictions have not adopted a lower local standard which defines incompatible land uses below DNL 65 dB. The recommended noise overlay zone is not based on either of the “official Noise Exposure Maps” accepted by the FAA in this study. The Federal government has no authority to control current or future land use designations. The local jurisdictions have the authority to pursue proposed land use controls and enact the proposed Noise Overlay Zoning without FAA approval. Below the 65 DNL contour, FAA as a matter of policy encourages local efforts to prevent new noncompatible development immediately abutting the 65 DNL contour and to provide a buffer for possible growth in noise beyond the forecast period. Therefore, FAA’s disapproval should not be interpreted as minimizing or negating the efforts of local jurisdictions to provide prudent planning.

PROGRAM MANAGEMENT MEASURES

1. Airport Noise Abatement Signage

It is recommended that ISM purchase and install noise abatement reminder signs at the ends of each runway to raise awareness. The purchase and installation will be based on available funding. (NCP, pages 8-9, 8-10; and Tables 11.2 and 11.3)

FAA Action: Approved. Signage must not be construed as mandatory air traffic procedures. Prior to purchase and installation, proposed language on signage must be reviewed and approved by the FAA outside of the Part 150 process.

Attachment to ROA, 2011 NCP Update,
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Existing NCP measures for which no FAA action is requested and measures that FAA had previously disapproved

ATTACHMENT

**Attachment to ROA, 2011 NCP Update,
Kissimmie Gateway Airport (ISM):
Existing NCP measures for which no
FAA action is requested and measures
that FAA had previously disapproved**

Airship Operational Procedures (Operational Control No. OC1 in 1994 ROA)

The airport director will work with the airship (blimp) operators to develop takeoff/landing flight track procedures to avoid adjacent noise sensitive areas during periods of heavy airship traffic at the airport. The procedures will develop flight plans for each airship operator to use a takeoff and landing direction toward the middle of the airport where Runways 15-33 and 6-24 intersect and will consider current overall demand and weather conditions at the airport.

Previous FAA Action (1994): Disapproved for purposes of Part 150 pending the submission of sufficient information to make an informed analysis under Part 150 criteria. The NCP includes no information on the noise impacts of blimps or on noise benefits of the proposed measure. The airport may either submit sufficient information for a Part 150 approval or may implement the proposed procedures for operational reasons provided that the procedures meet established guidelines under FAR Part 91. (NCP, pages 1-4; Table 1.1; and Appendix M)

NBAA Noise Abatement Measure (Operational Control No. OC2 in 1994 ROA)

All turbojet and turboprop aircraft operators will be requested to use NBAA arrival and close-in departure procedures. The operators of turbojet-powered aircraft which have a maximum certificated takeoff weight over 75,000 pounds will be requested to use the FAR Part 91.87 standard noise abatement departure profiles.

Previous FAA Action (1994): Approved in part. The use of the NBAA procedures for turbojet and turboprop aircraft less than 75,000 pounds Gross Takeoff Weight is approved as a voluntary measure. Subsequent to the preparation of this NCP, FAR Part 91 was recodified and Advisory Circular 91-53A outlining Noise abatement procedures for large aircraft was issued. Since there has been a change in guidance not contemplated by the NCP, the measure suggesting use of specific departure procedures for large aircraft is disapproved pending receipt of additional information specifying the procedures to be used and describing its noise benefits. (NCP, pages 1-4, 8-2, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

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Existing NCP measures for which no FAA action is requested and measures that FAA had previously disapproved

Acoustical Treatment Standards (Land Use Control No. PC8 in 1994 ROA)

It is recommended that the City of Kissimmee and Osceola County adopt acoustical treatment standards for new structures within noise Zones of DNL 65 exposure and above, and that these standards be included in their local comprehensive plans, local development codes, and noise ordinances. This will be effective in reducing interior noise levels for all new construction within the noise zones where land uses could not be re-zoned to more compatible uses.

Previous FAA Action (1994): Approved. The FAA strongly discourages the development of additional noise sensitive uses within the DNL 65dB contour rather than allowing such uses if sound attenuated. This is, however, a matter within the jurisdiction of the City and County and if such development is deemed necessary by those bodies, the houses should be sound attenuated during construction.
(NCP, pages 1-4, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)

Incorporating Florida Statute 333, Airport Zoning Law (Land Use Control No. PC12 in 1994 ROA)

It is recommended that the City of Kissimmee and Osceola County incorporate or reference Florida Statute 333, Airport Zoning Law of 1945, in their respective comprehensive plans and land development codes. The power to adopt airport zoning regulations is included in section 333.03.

Previous FAA Action (1994): Approved.
(NCP, pages 1-4, 11-1 – 11-5; Tables 1.1, 11.1; and Appendix M)