

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Notice of Intent To Release Certain Properties From All Terms, Conditions, Reservations and Restrictions of a Quitclaim Deed Agreement Between the City of Orlando and the Federal Aviation Administration for the Orlando International Airport, Orlando, FL**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public comment.

SUMMARY: The FAA hereby provides notice of intent to release approximately 44.30 acres at the Orlando International Airport, Orlando, FL from the conditions, reservations, and restrictions as contained in a Quitclaim Deed agreement between the FAA and the City of Orlando, dated September 27, 1976. The release of property will allow the City of Orlando to dispose of the property for other than aeronautical purposes. The property is located along the south side of SR 528 (Beachline), curves south at Semoran Blvd./Jeff Fuqua Blvd., and continues to an area located to the north of Boggy Creek Road within the Orlando International Airport. The parcels are currently designated as non-aeronautical use. The property will be released of its federal obligations to grant an easement for multimodal transportation corridor purposes. The fair market value of this parcel has been determined to be \$12,549,000. Documents reflecting the Sponsor's request are available, by appointment only, for inspection at the Greater Orlando Aviation Authority at Orlando International Airport and the FAA Airports District Office.

DATES: Comments are due on or before September 14, 2015.

ADDRESSES: Documents are available for review at the Greater Orlando Aviation Authority at Orlando International Airport, and the FAA Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822. Written comments on the Sponsor's request must be delivered or mailed to: Marisol C. Elliott, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822-5024.

FOR FURTHER INFORMATION CONTACT: Marisol C. Elliott, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822-5024.

SUPPLEMENTARY INFORMATION: Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st

Century (AIR-21) requires the FAA to provide an opportunity for public notice and comment prior to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport land for non-aeronautical purposes.

Issued in Orlando, Florida on August 7, 2015.

Bart Vernace,

Manager, Orlando Airports District Office, Southern Region.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Noise Exposure Map Notice, Fort Lauderdale Executive Airport, Fort Lauderdale, FL**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the City of Fort Lauderdale for the Fort Lauderdale Executive Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

DATES: *Effective Date:* The effective date of the FAA's determination on the noise exposure maps is August 7, 2015.

FOR FURTHER INFORMATION CONTACT: Allan Nagy, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL, 32822, (407) 813-6331.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for Fort Lauderdale Executive Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective August 7, 2015. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (the Act), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted

Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by the City of Fort Lauderdale. The documentation that constitutes the "Noise Exposure Maps" as defined in 14 CFR § 150.7 includes: Section 4; Section 5; Figure 3.1— Permanent Noise Monitor Locations; Figure 4.1— 2015 Existing Conditions Noise Exposure Map; Figure 4.2— 2020 Five—Year Forecast Conditions Noise Exposure Map; Figure 4.3— Comparison of DNL Contours for 2015 Existing Conditions and 2002 Existing Conditions from the 2002 Part 150 Study; Figure 4.4— Airport Layout for Fort Lauderdale Executive Airport; Figure 4.5— Comparison of Jet Arrival Model Tracks to Radar Sample; Figure 4.6— Comparison of Jet Departure Model Tracks to Radar Sample; Figure 4.7— Comparison of Propeller Arrival Model Tracks to Radar Sample; Figure 4.8— Comparison of Propeller Departure Model Tracks to Radar Sample; Figure 4.9— Comparison of Pattern Model Tracks to Radar Sample; Figure 4.10— Comparison of Helicopter Model Tracks to Radar Sample; Table 1.1— Part 150 Noise Exposure Map Checklist; Table 2.1— Part 150 Noise/Land Use Compatibility Guidelines; Table 4.1— 2015 and 2020 NEM Operation by Aircraft Category; Table 4.2— 2015 Existing Conditions Average Annual Day Operations; Table 4.3— Forecast 2020 Average Annual Day Operations; Table 4.4— Estimated Existing and Future Run—up Operations; Table 4.5— Runway Dimensions; Table 4.6— Runway Use; Table 4.7— Arrival Track Utilization; Table 4.8— Departure Track Utilization; Table 4.9— Pattern Track Utilization; Table 4.10— Arrival Helicopter Track Utilization, and Table 4.11— Departure Helicopter Track Utilization. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on August 7, 2015.

FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the