Lantana Airport Part 150 Study

Palm Beach County Department of Airports

Joint TAC and CAC Advisory Committee Meeting #6
Location: Palm Beach State College, Room: CBP 103
August 9, 2023

Agenda

- Intro/Opening Remarks
- Airport Update
- Noise Comment Summary
- Helicopter Noise Abatement Examples
- Palm Beach Helicopters
- Noise Abatement Measures
- Survey Results
- Public Comment
- BREAK
- Land Use Measures
- Program Management Measures
- List of Possible Measures for DOA to Consider
- Next Steps and Schedule
- Public Comment
- Wrap-up
- Adjourn

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Meeting Guidelines

- Respectful discussion
- Committee members provide discussion during presentation
- Opportunity for public discussion before the break and at the end of the presentation
- Public questions will be called in order
- Limited time to speak – 3 minutes
- The presentation will be posted on the project website

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Introductions

- Department of Airports
- Study Team
- Committee Members

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Airport Update

- LNA Safety Assessment
- NOMS RFP Update

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LNA Noise Comment Summary 2017-2022

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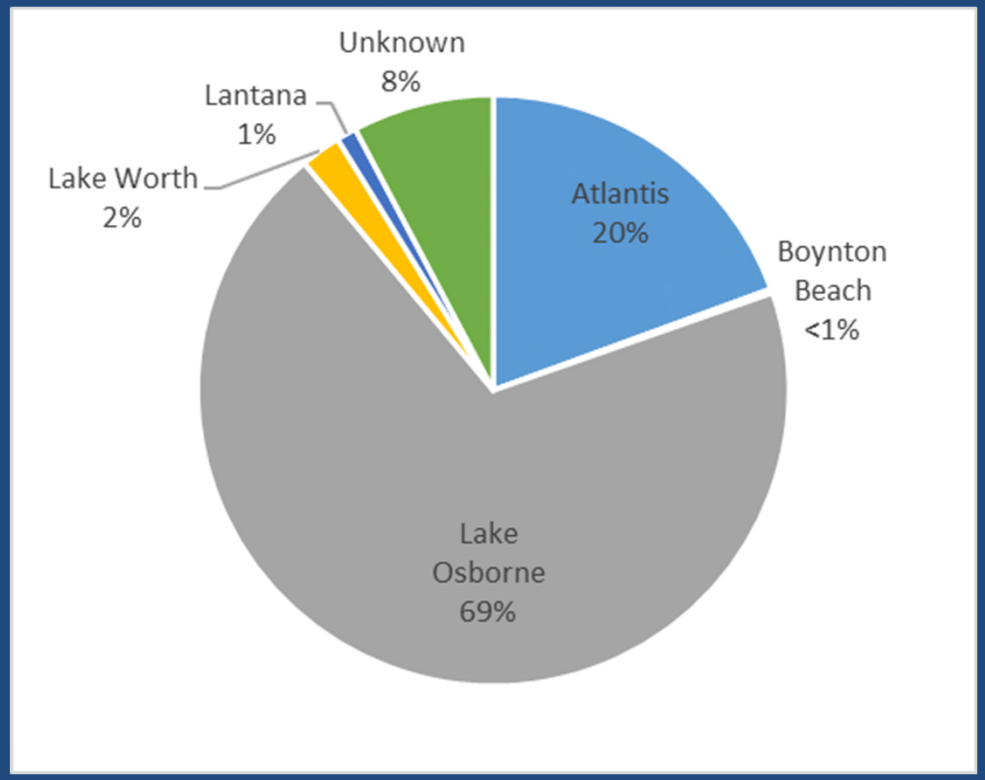
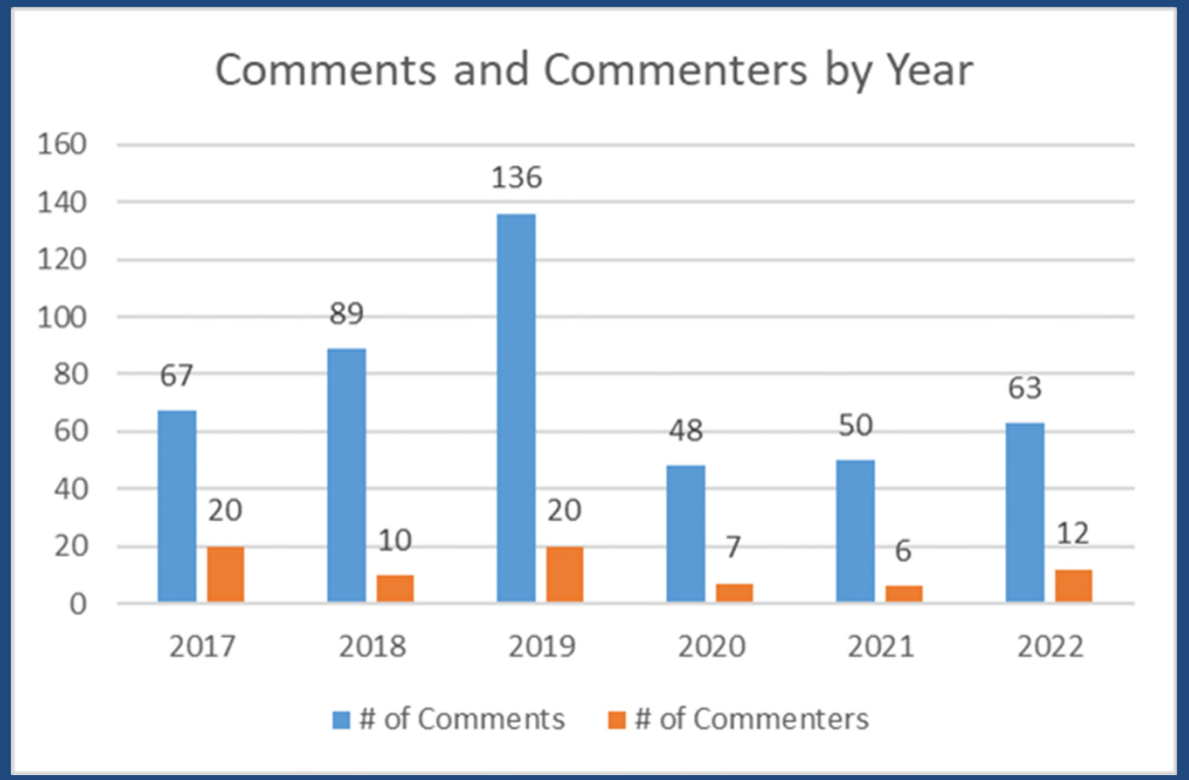
LNA Noise Comment Summary 2017-2022





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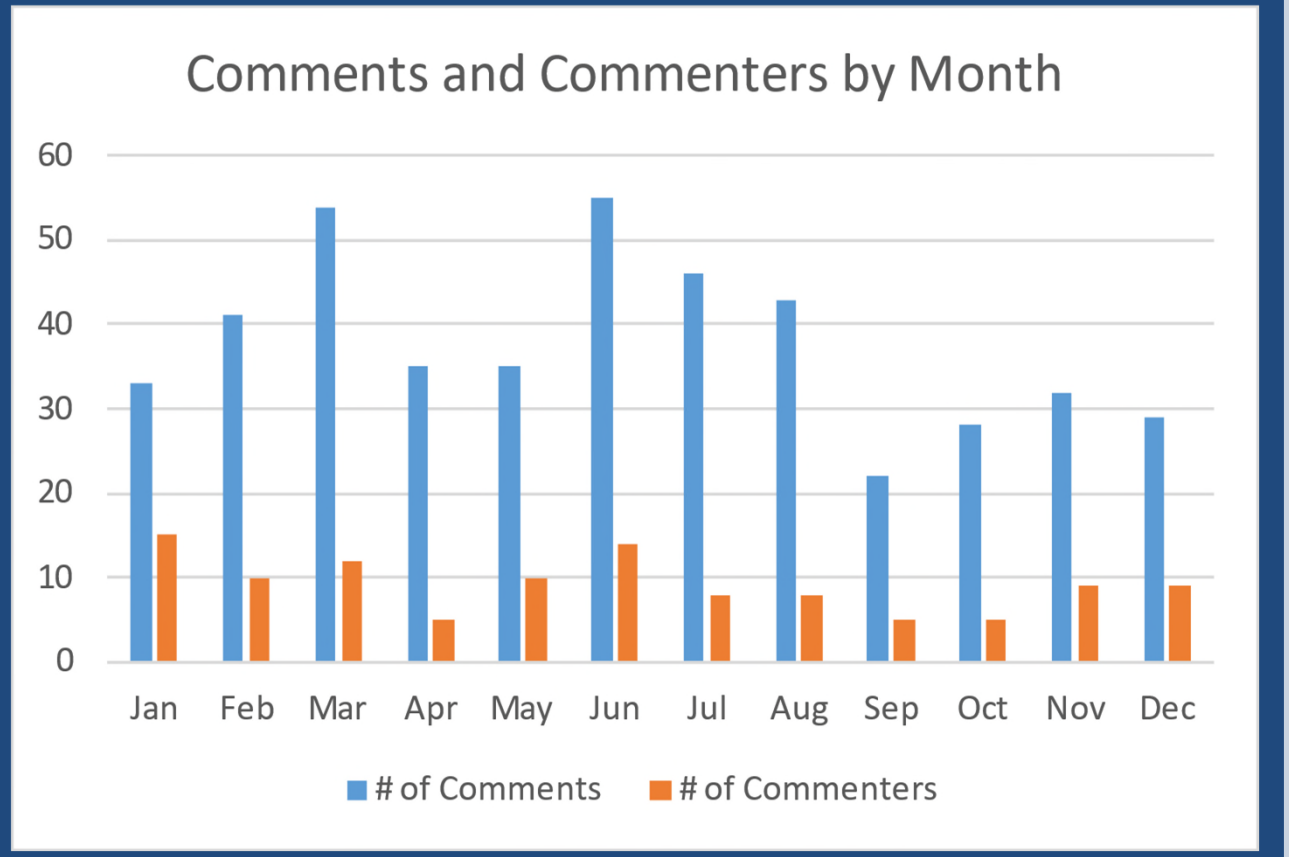
LNA Noise Comment Summary 2017-2022

Neighborhood	# of Comments				
	Fixed Wing	Helicopter	N/A	Unknown	Total
Atlantis	16	68	4	0	88
Boynton Beach	0	1	0	0	1
Lake Osborne	151	149	13	1	314
Lake Worth	8	2	0	0	10
Lantana	1	3	1	0	5
Unknown	16	16	1	2	35
Total	**192**	**239**	**19**	**3**	**453**

Category	# of Comments
Aircraft/Helicopter Too Low	190
Multiple Operations (training)	146
Preferential Noise Abatement Runway	60
General Inquiry/Comment	29
Too Loud	19
Flight Path	5
Registration Inquiry	4
Total	**453**



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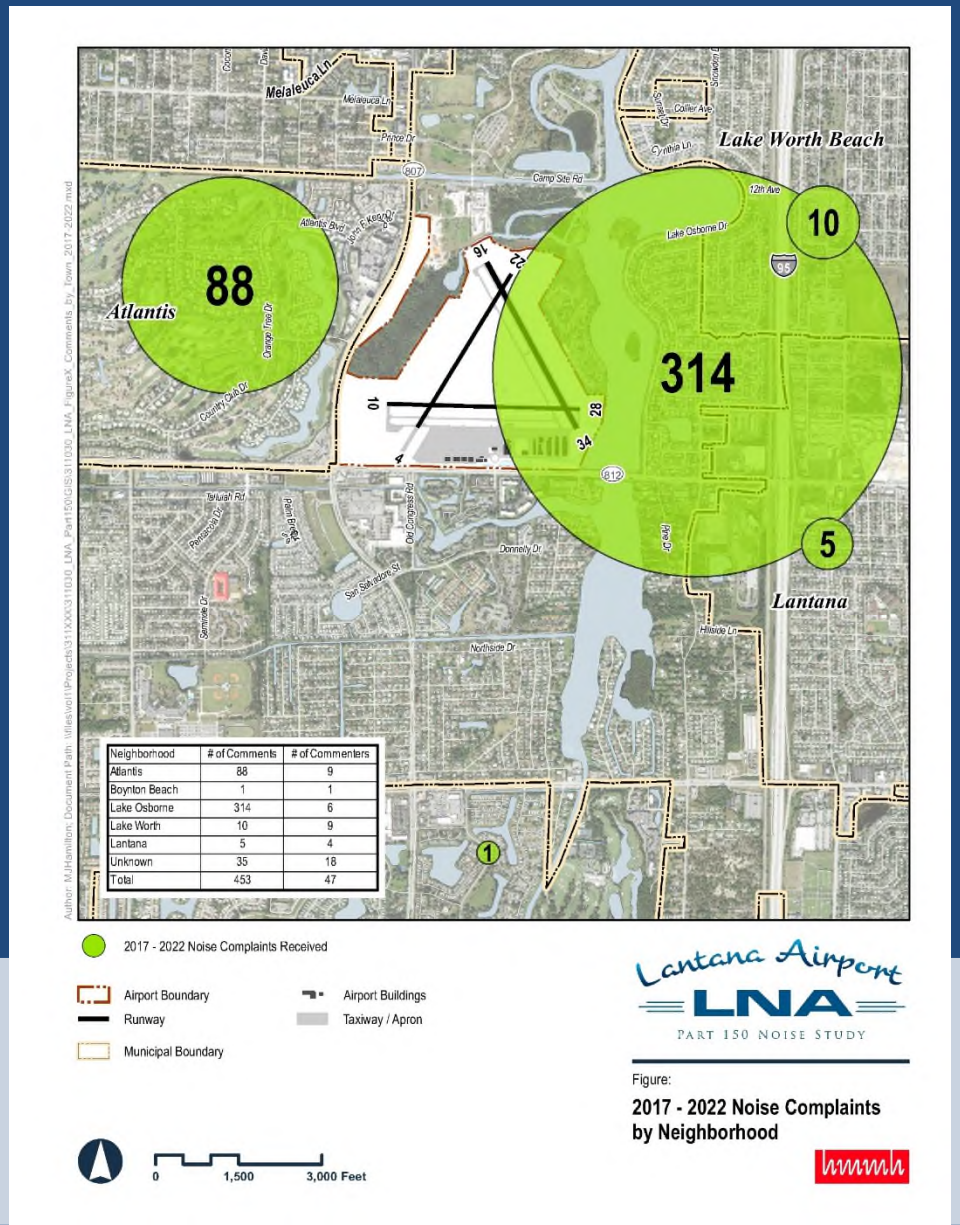
LNA Noise Comment Summary 2017-2022

- Five Year Overall Totals
  - 453 Comments
  - 47 Commenters



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Helicopter Noise Abatement Examples

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Airport	Airport Code	Program Type	Notes: (only helicopter-specific or applicable)
Akron, OH	CAK	P150; Approved as Voluntary	Establish maximum climb departures for helicopters
Bedford, MA	BED	Local	Reduce airspeed, direct approach to landing areas, Avoid max power climbs, avoid residential areas, fly as high as practical, minimize hover, keep patterns as close to airport as possible
Bend, OR	BDN	Local	Helicopters follow www.rotor.org/initiatives/fly-neighborly whenever possible. Avoid noise sensitive areas
Bridgeport, CT	BDR	P150; Approved as Voluntary	Helicopter training patterns have been designed to be conducted at a runway end that does not interfere with the active runway, and to minimize overflight of noise sensitive areas. A tight traffic pattern should be maintained to avoid overflight of adjacent residential land areas.
Chandler, AZ	CHD	P150; Approved as Voluntary	Relocate heliport to east side of airport. Completed but did not eliminate concerns from the public over helicopter flight training.
Chino, CA	CNO	Local	Designated Arrival/Departure (A/D) routes
Danbury, CT	DXR	P150; Approved as Voluntary	Pilot outreach for preferential runway and noise abatement pattern procedures
East Hampton, NY	JPX	Local	Defined Arrival/Departure routes
Eden Prairie, MN	FCM	Local	Defined Pattern area with FAA Letter of Agreement (LOA); Preferred runway; No patterns between 2200-0800, ATCT determines pattern procedures
Farmingdale, NY	FRG	Local	Defined Arrival/Departure routes
Four Corners, NM	FMN	P150 Disapproved	Use of alternative airports-Disapproved pending consultation with alternative airports

Airport	Airport Code	Program Type	Notes: (only helicopter-specific or applicable)
Fresno, CA	FAT	P150; Approved as Voluntary	Restricted hours for California Air National Guard Helicopters, Pattern Alt of 803 Mean Sea Level (MSL), Avoid Noise sensitive areas
Ft Lauderdale, FL	FLL	Local	Follow primary roads, avoid noise sensitive areas
Haywood, CA	HWD	Local	Defined A/D routes, training patterns; Touch-n-go (TGO) and full stop prohibited between 2100 and 0700; Avoid noise sensitive areas; Use high altitude A/D profiles
Lake Charles, LA	LCH	P150; Approved as Voluntary	Designated helicopter routes
Longmont, CO	LMO	Local	Use Noise Abatement Approach; avoid residential; maintain tight patterns (1/2 mile)
McKinney, TX	TKI	P150; Approved as Voluntary	Maintain pattern altitude until necessary for landing; Recommended A/D routes; Patterns as close to airport property as possible
McMinnville, OR	MMV	Local	Fly Friendly program; avoid noise sensitive areas; maintain 1,000 AGL over populated areas; try to avoid overflying same area repeatedly
Naples, Fl	APF	P150; Approved as Voluntary	Voluntary A/D procedures. No maintenance runups between 2200 & 0700. Ops during the same time are discouraged
Plymouth, MA	PYM	Local	Voluntary A/D routes, Pattern Altitude 850'; designated avoidance areas

Airport	Airport Code	Program Type	Notes: (only helicopter specific or applicable)
Pompano Beach, FL	PMP	Local	Helicopter pattern altitude is 500'; All pattern work shall be conducted using designated training routes over Air Park property; Ingress/egress routes will be assigned by ATCT; Strongly recommended that no helicopter activity be conducted south of N.E. 10th Street while in airport flight training patterns. Recommended TGO operations limited to 0800-1800 M-F and limited as possible on weekends and legal holidays.
Riverside, CA	RAL	P150; Approved as Voluntary	Preferential runway; Establish Helicopter Training area over commercial area
Santa Monica, CA	SMO	Local	Voluntary night curfew; Designated helicopter routes perpendicular to the runway at or above 900’ Above Ground Level
Sarasota, FL	SRQ	P150	Part 150; indicates the airport does not have jurisdiction over helicopter paths and altitudes.
Scottsdale AZ	SDL	P150; Approved as voluntary	Inform transient helicopter pilots of noise abatement flight paths; Preferential runway use; Designated noise abatement flight paths
Van Nuys, CA	VNY	Local	Designated A/D routes; Patterns and flight training not permitted within airport traffic area or over airport property.
Westfield, MA	BAF	Local	Patterns at 1,000 AGL, Preferred right traffic on Runway 02. Voluntary A/D procedures
Westhampton Beach, NY	FOK	Local	Voluntary Arrival/Departure routes

Palm Beach Helicopters

- Voluntary measures currently implemented by Palm Beach Helicopters
  - Closed Sundays
  - Back taxi for more takeoff length to achieve 500 ft. before leaving airport boundary
  - Approaches to stay above 500 ft. before airport boundary
  - Pattern altitude of 1000 ft. within 1 mile laterally
  - Normal operating hours Monday-Saturday 8am to 6pm
  - Night flights only to meet regulatory requirements (approximately 5 hours per student most of which is cross country and conducted away from LNA)
  - Weekly meetings and review / reinforcement of noise abatement
  - Utilize practice areas away from LNA or other airports when appropriate to the lesson/student
  - Added and utilize a flight simulator allows for reduction of aircraft time of approx. 30 hours per student
  - No solo except for regulatory requirements (approx. 5 hours per student)

Palm Beach Helicopters

- Part 141 Flight School
  - Flight schools operating under Part 141 are required to use a structured training program and syllabus reviewed and approved by the FAA
  - This allows students to obtain their pilot license(s) at a reduced number of hours
- Training Hours Evaluation: January 1, 2020, through December 23, 2020
  - 2,670 total training hours plus night/cross country/simulator/instrument time which do not involve repetitive airport patterns
    - 134 solo hours (5%)
    - 120 night hours (4%)
    - 353 cross country hours (13%)
    - 210 simulator hours (8%)
    - 650 Instrument flight hours(24%)
  - ~60% of activity (hours) are either over airport property or 10+ nmi away from LNA

Summary of Existing Voluntary Measures

Lantana Airport (LNA)

Voluntary Noise Abatement Procedures

Pilot Info: 561-683-0472

LNA is a noise sensitive airport
Runway 4/22 preferred noise abatement runway

Issued by:
Palm Beach County Department of Airports
Noise & Community Affairs
846 PBIA
West Palm Beach, FL 33406
561-471-7468

Fixed Wing Noise Abatement Procedures

- Runway 4/22 preferred noise abatement runway
- Use UNICOM at all times when in airport area
- No intersection takeoffs
- No touch and go activity on any runway
  - Monday – Friday
    10:00 pm – 7:00 am
  - Saturday & Sunday
    10:00 pm – 8:00 am
- No touch-and-go activity 10/28 anytime
- Keep pattern within one mile
- Use best rate of climb on takeoffs
- Use FAA AC 91-36

Helicopter Noise Abatement Procedures

- Keep all pattern routes over airport – operate away from residential areas
- Helicopter traffic pattern altitude is (1,000' MSL)
- Please – no activity conducted over populated areas
- Flight training should remain north of Lantana Road, West of Lake Osbourne and East of Congress Avenue, on airport property – when possible
- Use manufactures' recommended noise abatement procedures or FAA AC 91-66

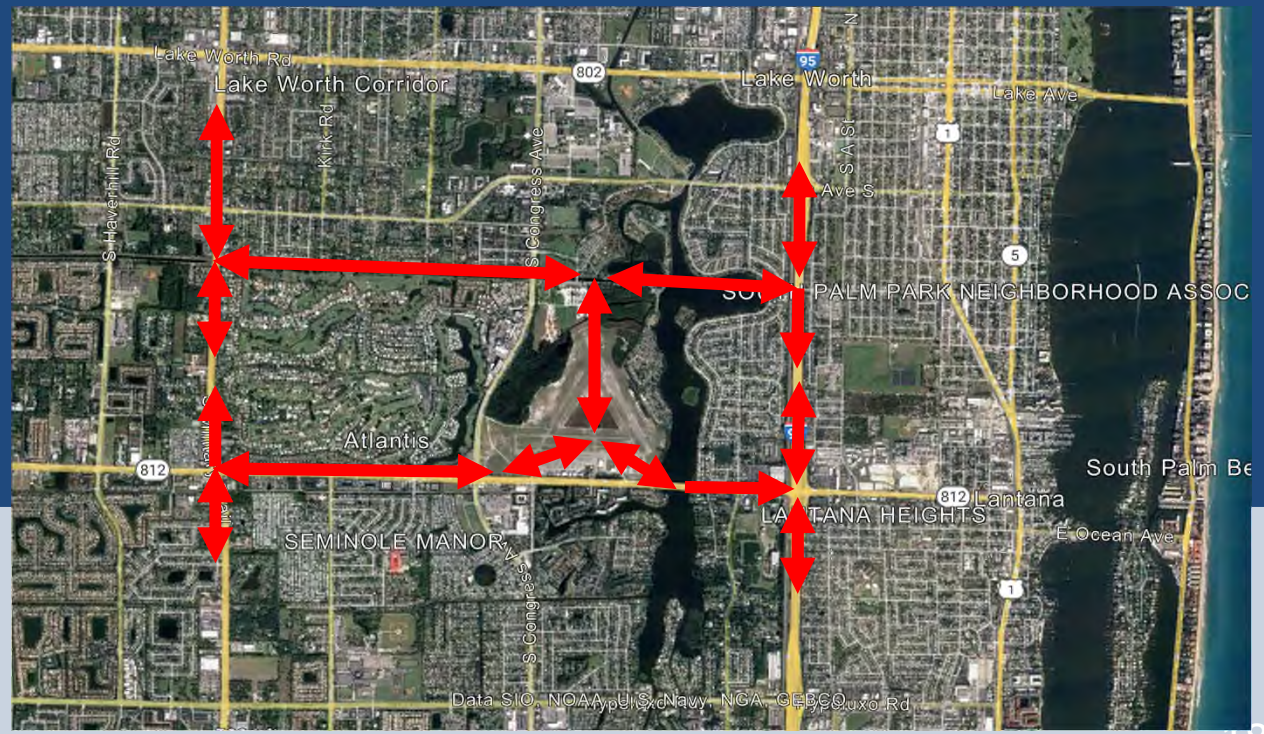
Part 150 Approved Measures/Voluntary Local Measures

- LNA does not have any noncompatible land uses inside the DNL 65 dB contour, which is determined in accordance with the Part 150 requirements.
- Land uses outside of the DNL 65 dB contour are considered compatible with aircraft noise based on the land use guidelines provided in Part 150.
- Local agencies can adopt a lower threshold than DNL 65 dB for land use compatibility.
- The FAA approves noise abatement measures as a part of the Part 150 process based on the objectives of Part 150 to reduce or prevent noncompatible land use.
- Part 150 measures are largely voluntary, but may provide access to funding to mitigate noncompatible land uses in some circumstances.
- Measures may be approved on voluntary basis as “local” measures even if not approved for purposes of Part 150.

Potential Voluntary Noise Abatement Measures from the June 21, 2023 Meetings

- Runway 4/22 - Revised the wind rose analysis to look at 5 knot wind.
  - The revised analysis showed Runway 4 could be used up to 41%, of the time and Runway 22 could be used up to 39% of the time.
  - Based on the prior analysis, potentially doubling the use of Runway 4/22 is still reasonable.

- Establish arrival and departure Helicopter Routes to follow canal and roadways.



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Note: All proposed measures would be Voluntary

Potential Voluntary Noise Abatement Measures from the June 21, 2023 Meetings

Earlier voluntary restraint of pattern training activity

- Currently 10:00pm
- Based on the operational analysis this could be expanded to an earlier start time such as 9:00pm
- Or could set to two hours after sunset so that it will be earlier during the winter and later during the summer
- **Goal –** Reduce night pattern operations

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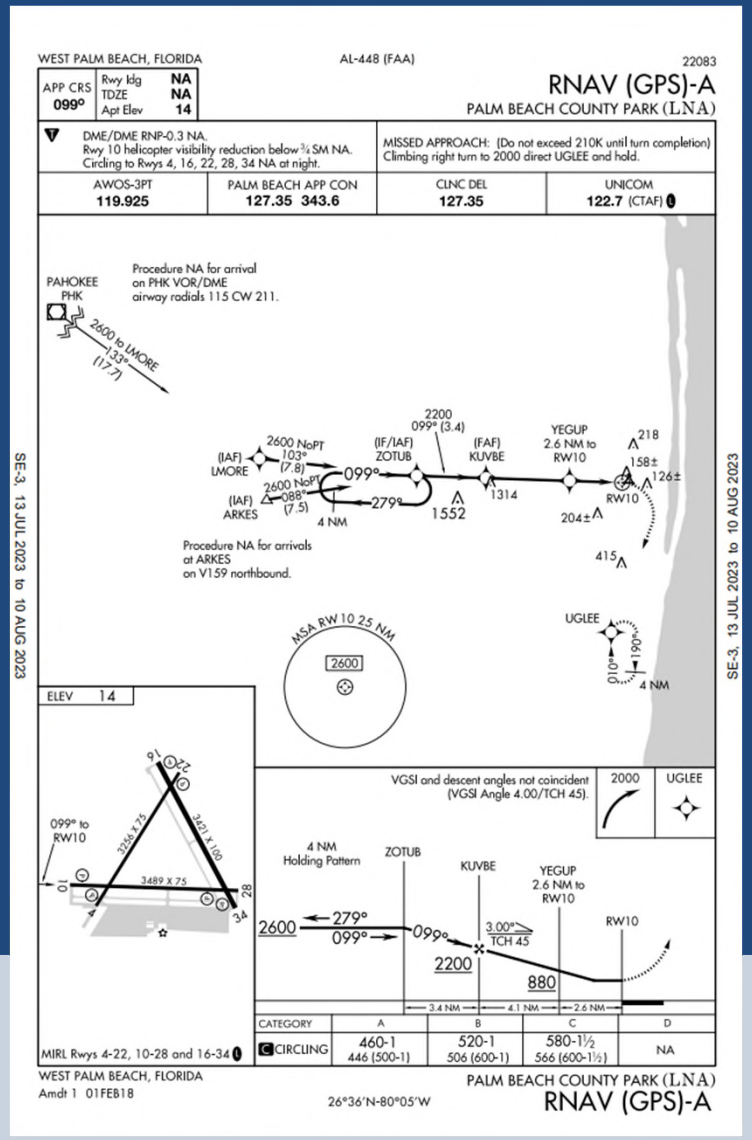
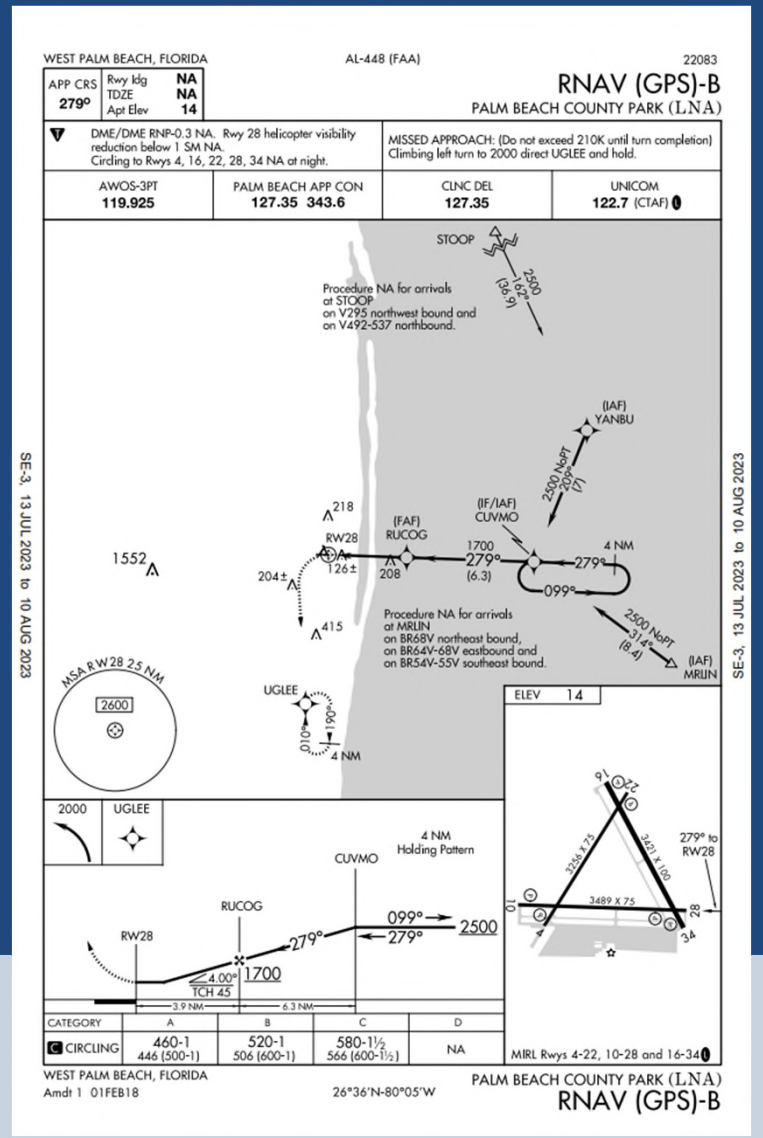
Note: All proposed measures would be Voluntary

Potential Voluntary Noise Abatement Measures

Request Establishment of RNAV approaches for Runway 4/22.

Goal – Increase use of Runway 4/22





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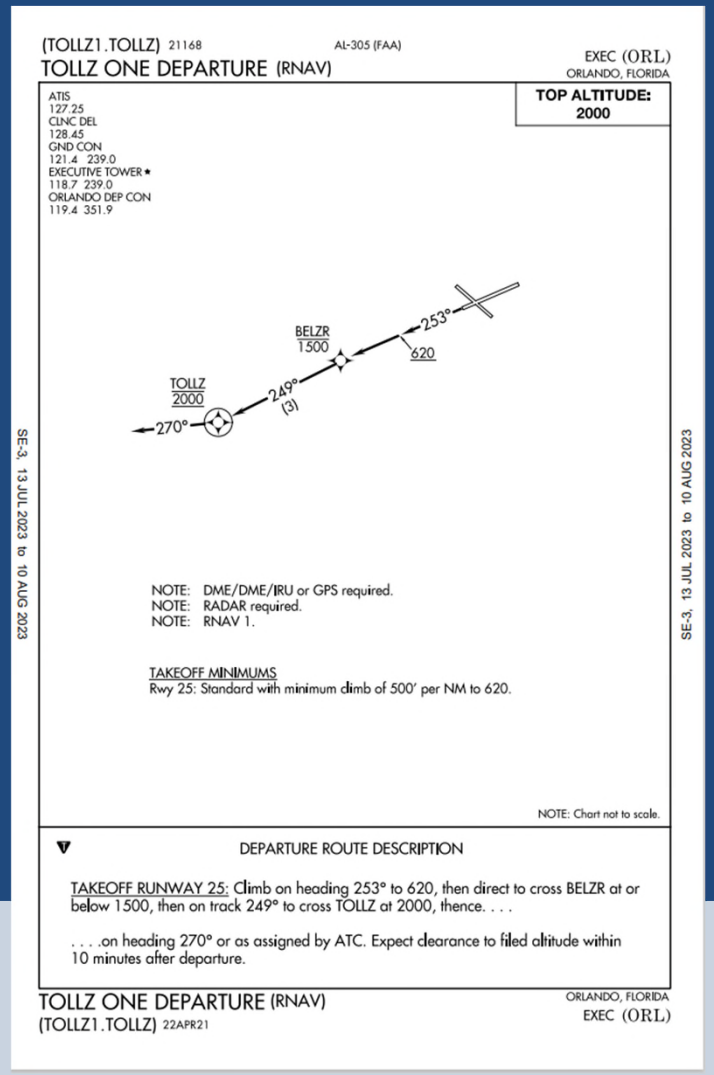
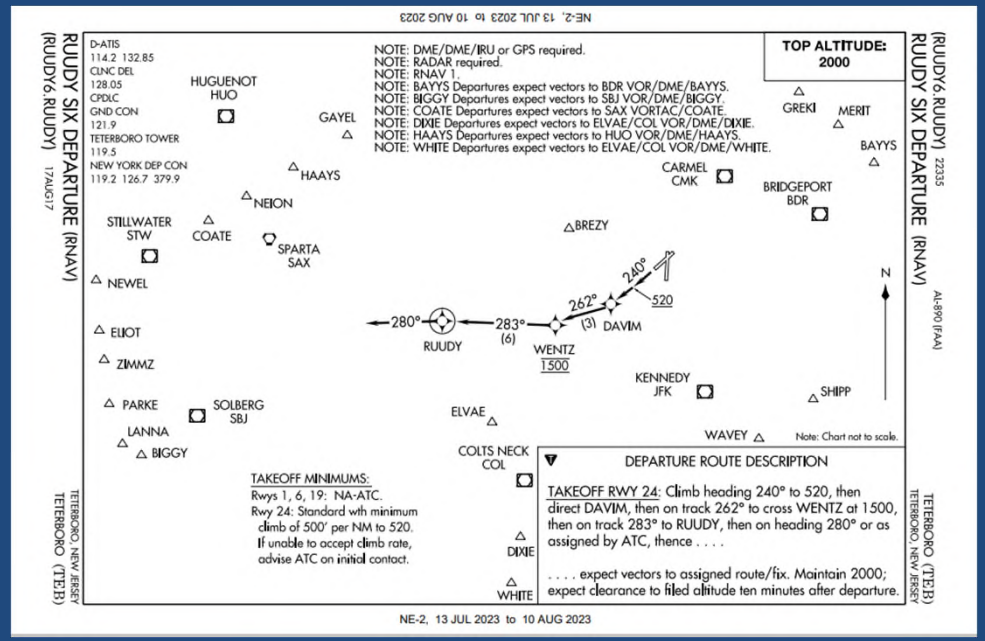
Note: All proposed measures would be Voluntary

Potential Voluntary Noise Abatement Measures

Request Establishment of an RNAV departure for Runway 22.

Goal – increase use of Runway 22 for departures





Note: Airspace north of LNA may be to limited for Runway 4 RNAV departure

Note: All proposed measures would be Voluntary

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Potential Voluntary Noise Abatement Measures

Helicopter Training Patterns

- Study establishment of three pattern designations for each runway end to determine noise benefits
- The following figures display potential pattern designations for discussion
- Goal – Alter location of pattern and increase time between overflights

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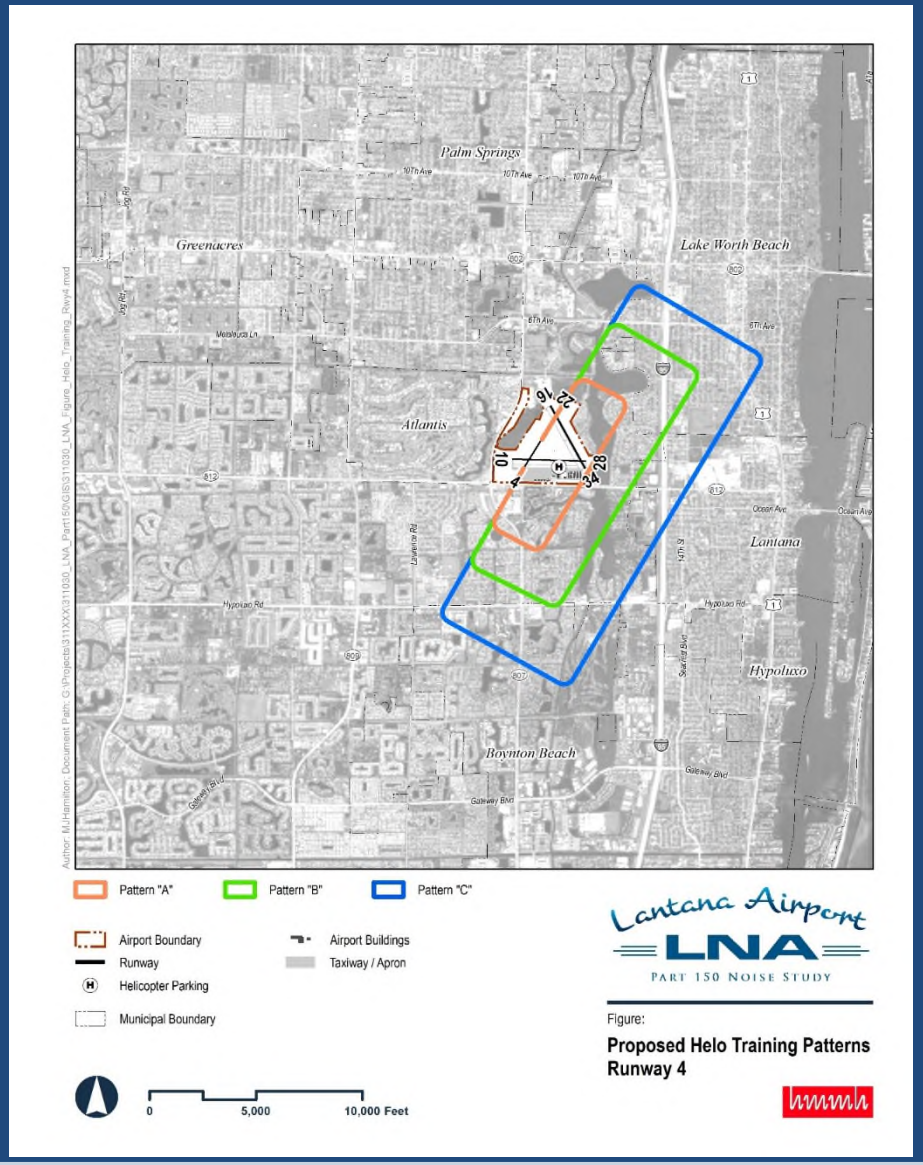
Note: All proposed measures would be Voluntary



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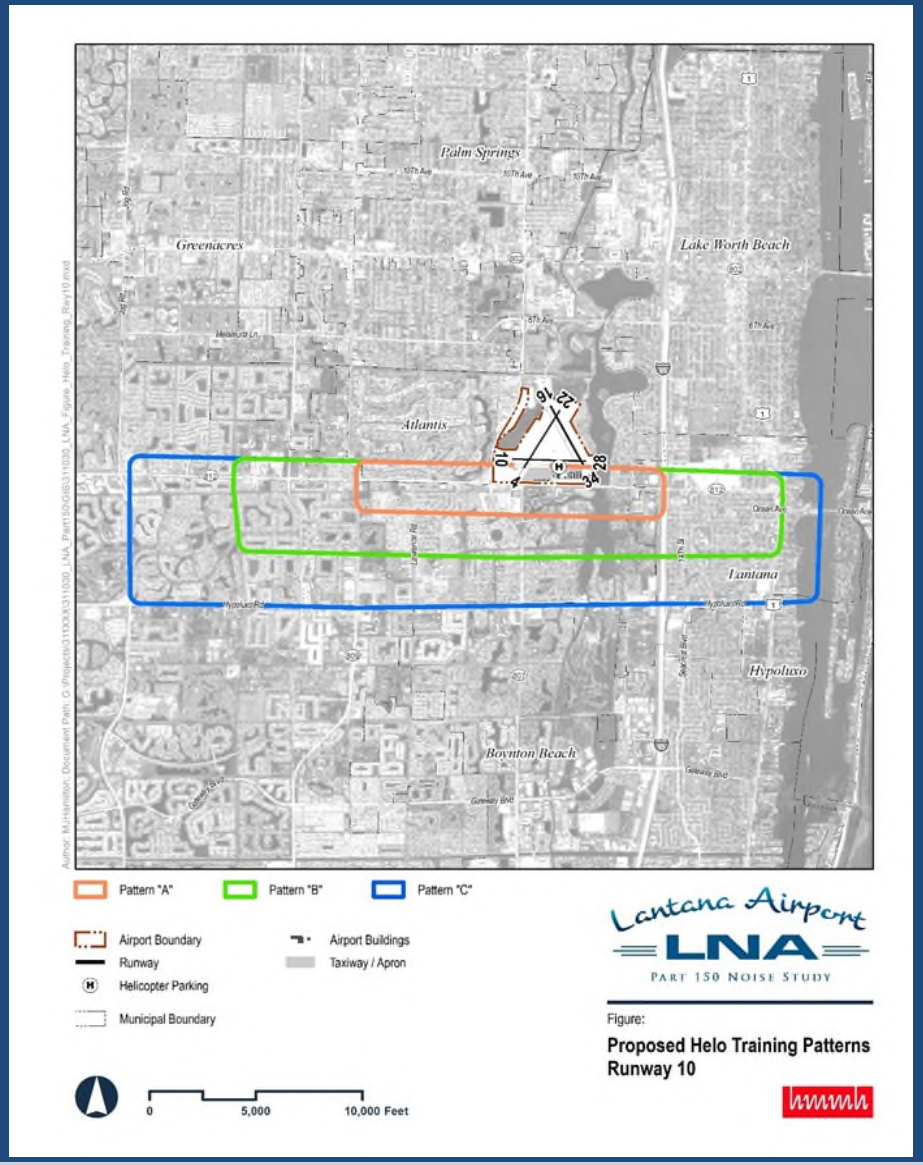
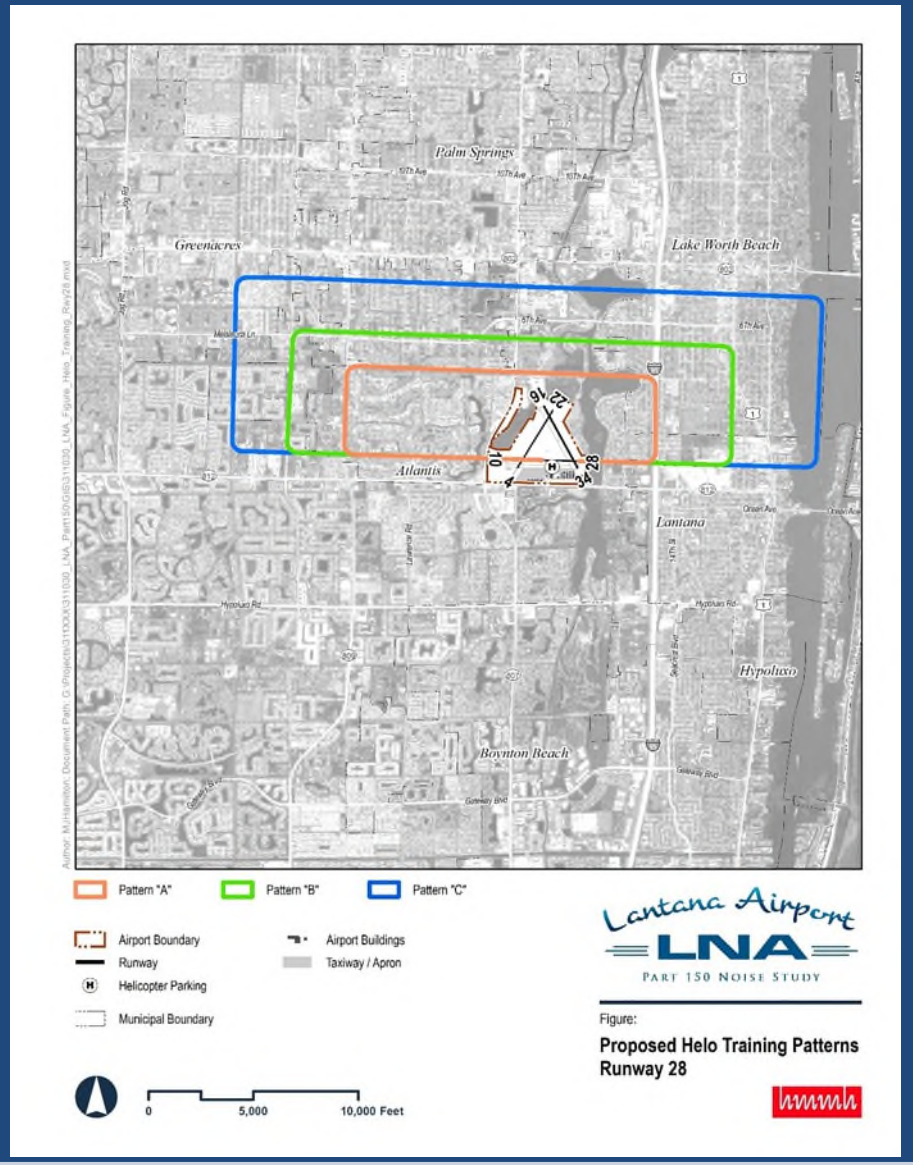
Note: These are notional designs, and all proposed measures would be Voluntary





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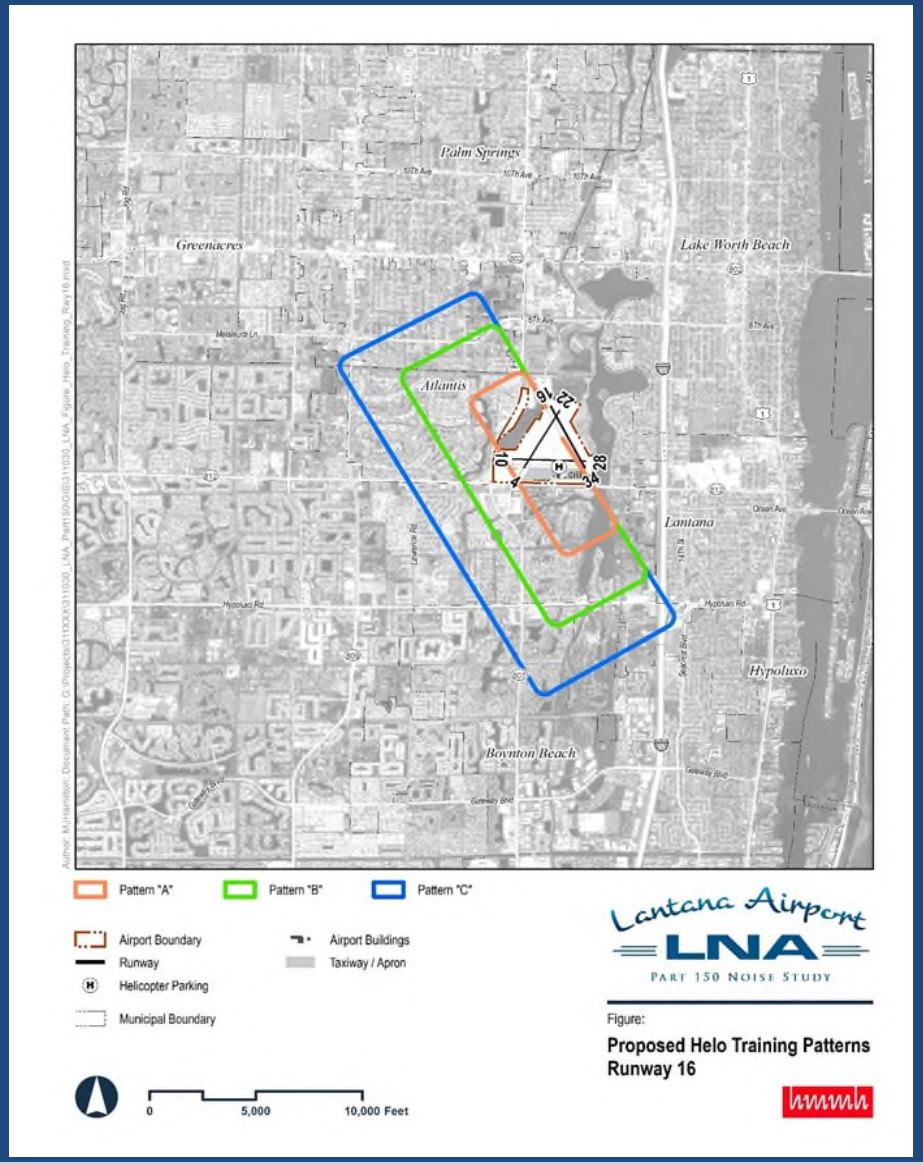

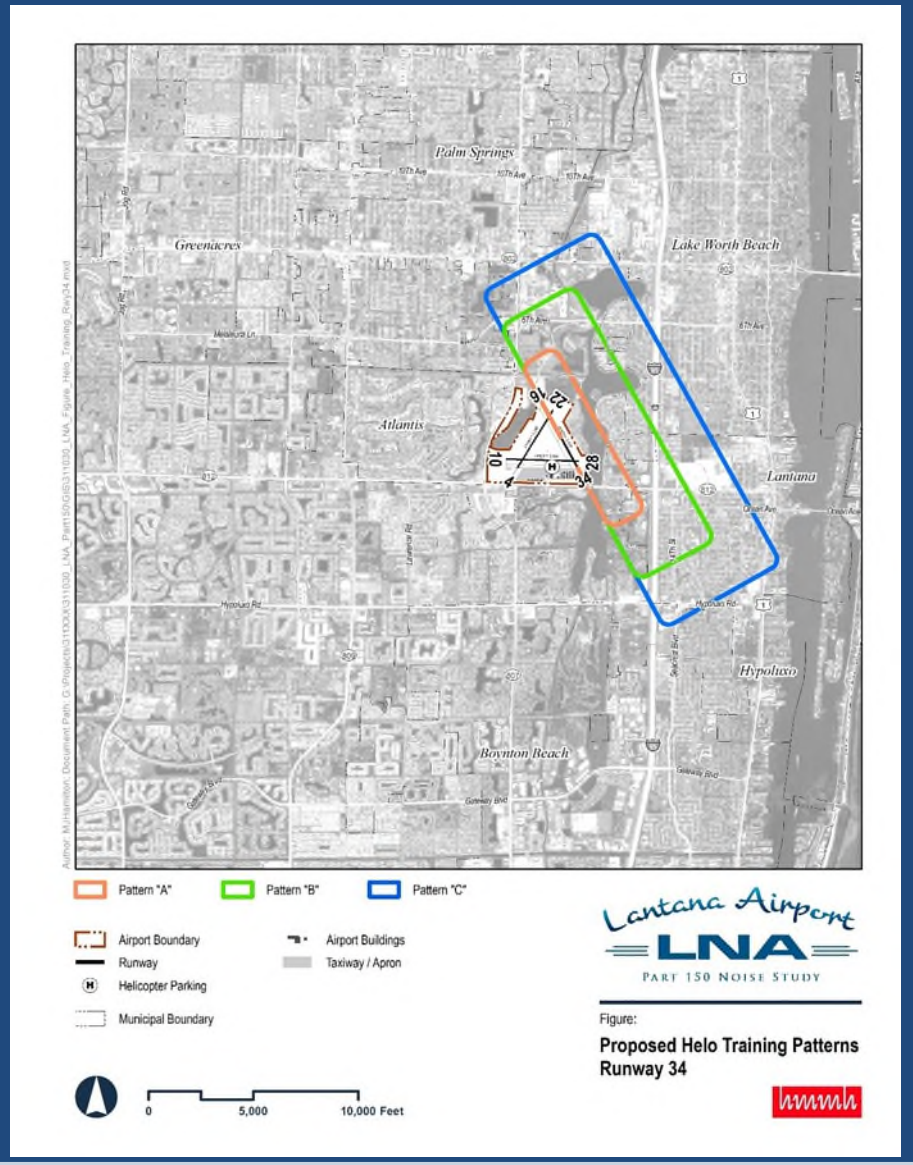

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Note: These are notional designs, and all proposed measures would be Voluntary

Potential Voluntary Noise Abatement Measures

Study establishment of alternate pattern direction

- Runway 4, 28, 16
  - Helicopter turn right, Fixed-Wing turn left
- Runway 10, 22, 34
  - Helicopter turn left, Fixed-Wing turn right
- Goal – Keep helicopter pattern over airport as much as possible

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Note: All proposed measures would be Voluntary

Potential Voluntary Noise Abatement Measures

Airport Control Tower

- Operate during the day
- Would be recommended for further study
- Goal – encourage use of Runway 4/22 when possible

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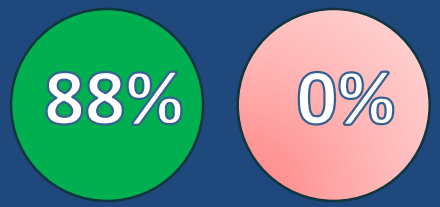
Note: All proposed measures would be Voluntary

TAC & CAC Survey of Potential Measures

Online Survey sent to all members of both committees

- Survey contained four parts (12 Responses Received)
  - Existing Measures (11)
  - Potential Noise Abatement Measures (10)
  - Potential Land Use Measures (2)
  - Potential Programmatic Measures (6)



Results Displayed after each question

- Yes – 88 percent
- No – 0 percent
- No Response – 12 percent (not shown)

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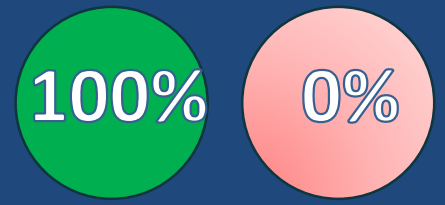
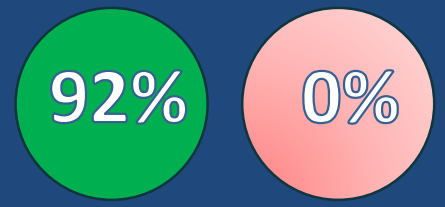
Survey Results – Existing Voluntary Measures

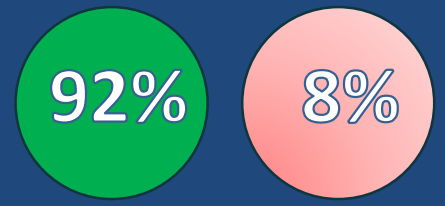
#1: Do you support Runway 4/22 remaining the voluntary preferred noise abatement runway for all operations at LNA?



#2: Do you support the continued restriction of intersection takeoffs, requiring all aircraft to use the full runway lengths for normal takeoff operations at LNA?



#3: UNICOM - UNICOM is a nongovernment air/ground radio communication station which may provide airport information at public use airports where there is no tower. On pilot request, UNICOM stations may provide pilots with information and pilots should use the UNICOM to self-announce their position. Do you support the continued use of the UNICOM per FAA guidelines for non-towered airports for all equipped operators when in the airport area?



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Survey Results – Existing Voluntary Measures

#4: Do you support the existing voluntary restraint of pattern training activity for all aircraft types (fixed wing or helicopters) on any runway between the following hours: Monday-Friday 10:00pm to 7:00am and Saturday & Sunday 10:00pm to 8:00am?

92% 0%

#5: Do you support keeping the notional fixed wing flight pattern within one nautical mile (NM) of the airport?

67% 8%

#6: Do you support continuing to encourage the best rate of climb (a rate which allows the aircraft to climb to a specified altitude in the minimum amount of time) on takeoff for all operations?

75% 17%

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Survey Results – Existing Voluntary Measures

#7: FAA AC 91-36- Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas[1]: Encourages pilots making visual flights near noise-sensitive areas to fly at altitudes higher than the minimum permitted by regulation and on flight paths, which will reduce aircraft noise in such areas. Do you support continuing to encourage the use of FAA AC 91-36 for all operations where possible?

92% 8%

#8: Do you support keeping the helicopter pattern altitude at 1,000 Mean Sea Level (MSL)?

75% 0%

#9: Do you support keeping the helicopter pattern on the right side of each runway and fixed wing pattern on the left side of each runway?

75% 0%

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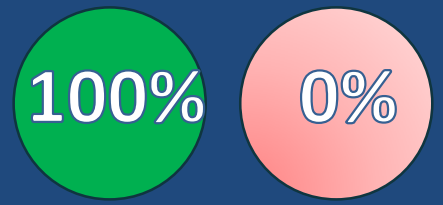
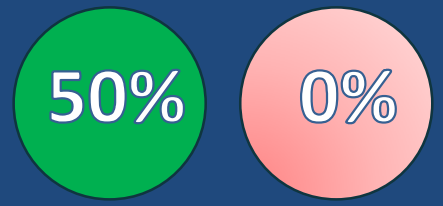
1 - AC 91-36D - Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas (faa.gov)

Survey Results – Existing Voluntary Measures

#10: FAA AC 91-66 - Noise Abatement for Helicopters[1]: Presents guidelines intended to assist pilots, operators, managers, and other interested persons in the establishment of effective noise reduction procedures when operating helicopters. Do you support continuing to encourage the use of manufacturer's recommended noise abatement procedures or FAA AC 91-66 for helicopter operations where possible?



#11: Would you support continued use of the designated run-up location between the end of Runway 4 and Runway 10?



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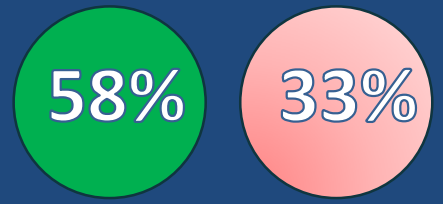
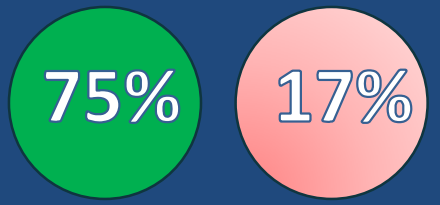
1 - AC 91-66 - Noise Abatement for Helicopters (faa.gov)

Survey Results – Potential Voluntary Noise Abatement Measures

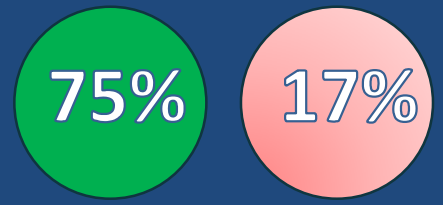
#1: Would you support strengthening the pavement to the Runway 4 end of Runway 4/22 (233 feet) to increase the Runway 4 length to the same length as Runway 10/28 (3,489 feet)?



#2: Would you support adding a full-length taxiway to Runway 4/22 to improve access to that runway?



#3: Would you support development of RNAV approaches (an RNAV approach would provide a defined GPS based approach to the runway) to Runway 4 and 22 to encourage use of the runway (similar to the existing RNAV approaches for Runway 10/28)?



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Note: All proposed measures would be Voluntary

Survey Results – Potential Voluntary Noise Abatement Measures

#4: Would you support development of an RNAV departure (an RNAV departure would provide a defined GPS-based departure from the runway) from Runway 4 and 22 to encourage use of the runway?

75% 8%

#5: Would you support defined helicopter arrival and departure routes (non-pattern operations) designed to minimize overflying residential areas to be used on a voluntary basis?

83% 8%

#6: Would you support encouraging transient pilots to contact the PBI tower for departure clearances prior to departure?

50% 25%

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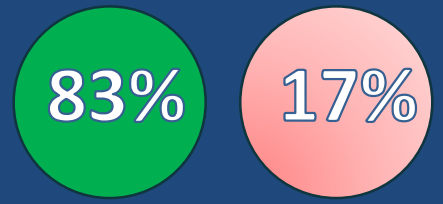
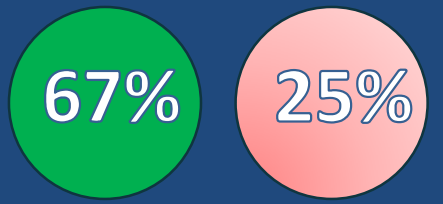
Survey Results – Potential Voluntary Noise Abatement Measures

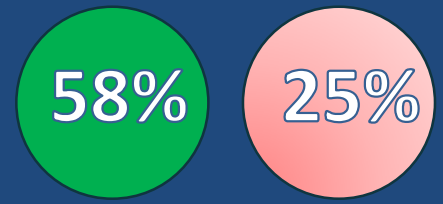
#7: Would you support expanding the voluntary restraint of pattern training activity on any runway to an earlier time (e.g., one hour after sunset, seven days a week) instead of the current 10pm?



#8: Would you support expanding the voluntary restraint of pattern training activity on any runway to an earlier defined time such as 8 pm instead of the current 10pm?



#9: Would you support developing staggered (e.g., one helicopter would turn at point a, the next at point b, and the following at point c that are spaced several hundred feet apart) helicopter pattern routes to reduce repetitive helicopter pattern operations over residential areas?

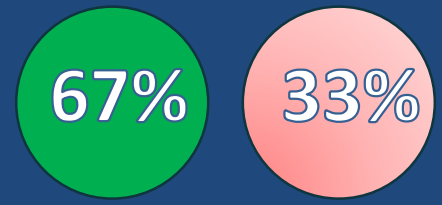


Lantana Airport LNA PART 150 STUDY

Note: All proposed measures would be Voluntary

Survey Results – Potential Voluntary Noise Abatement Measures

#10: Airport Control Tower – This measure would recommend further study of a possible control tower for Lantana that would likely only operate during the day. Would you support the addition of an airport control tower for LNA?



Lantana Airport LNA PART 150 STUDY

Note: All proposed measures would be Voluntary

Public Comment

Limit to 3 min per speaker

Lantana Airport LNA PART 150 STUDY

Break

Reconvene at 3:30pm

Lantana Airport LNA PART 150 STUDY

Land Use Measures - Introduction

There are two types of land use measures

- *Corrective* – intended to correct existing noncompatible land uses.
  - Since, at LNA there are no noncompatible land uses, no corrective measures will be discussed.
- *Preventative* – intended to prevent future noncompatible land uses
  - Local jurisdictions typically have implementation and enforcement responsibilities
- The following strategies are typical preventive land use measures
  - Real estate disclosures
  - Land use zoning
  - Airport zoning overlays
  - Building codes
  - Comprehensive land use planning

Lantana Airport LNA PART 150 STUDY

Existing Land Use Measures

F.S. 333.03 - Requirement to adopt airport zoning regulations with regard to noise

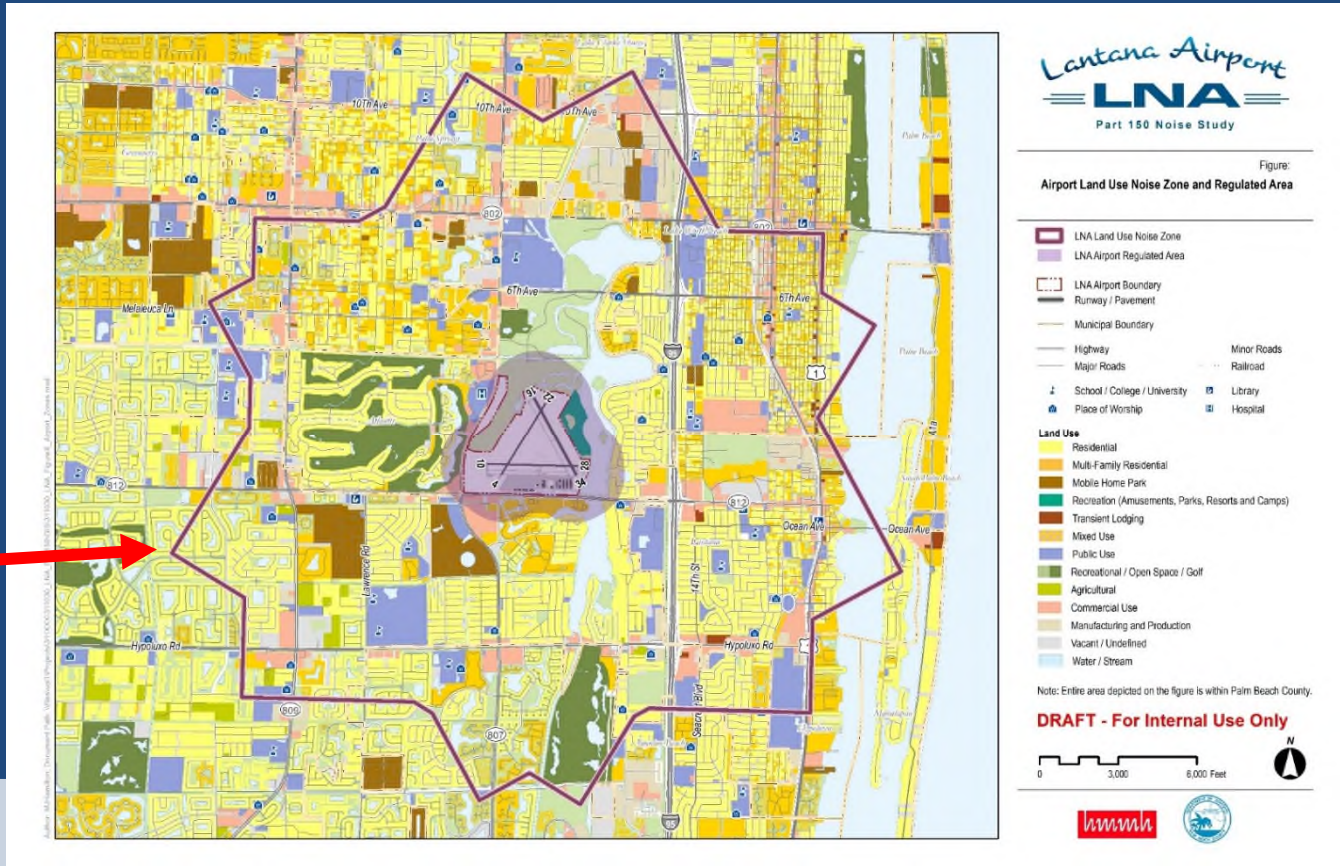
- (c)Where an airport authority has conducted a noise study in accordance with 14 C.F.R. Part 150, the prohibition of noncompatible uses, as established in the noise study in 14 C.F.R. Part 150, Appendix A, within the noise contours established by the study, except if such uses are specifically contemplated by such study with appropriate mitigation described in the study.
- (d) Where an airport authority has not conducted a noise study, the prohibition of residential construction and any educational facility, (except aviation school facilities), within an area contiguous to the airport measuring one-half the length of the longest runway on either side of and at the end of each runway centerline

Existing Land Use Measures

Existing Palm Beach County Airport Land Use Compatibility Zoning Regulations

Airport Land Use Noise Zone (ALUNZ): This Zone is created as an area beneath the standard VFR traffic pattern and buffer airspace established in FAA Order 7400.2D, *Procedures for Handling Airspace Matters*, which underlies the majority of recurring aircraft flight paths. Land Uses within this zone may be subject to aircraft noise that may be considered objectionable.

The ALUNZ for LNA is the land lying within parallel lines 9,108 feet in both directions from the approach and departure end of each runway, the runway centerline, and all areas in between.



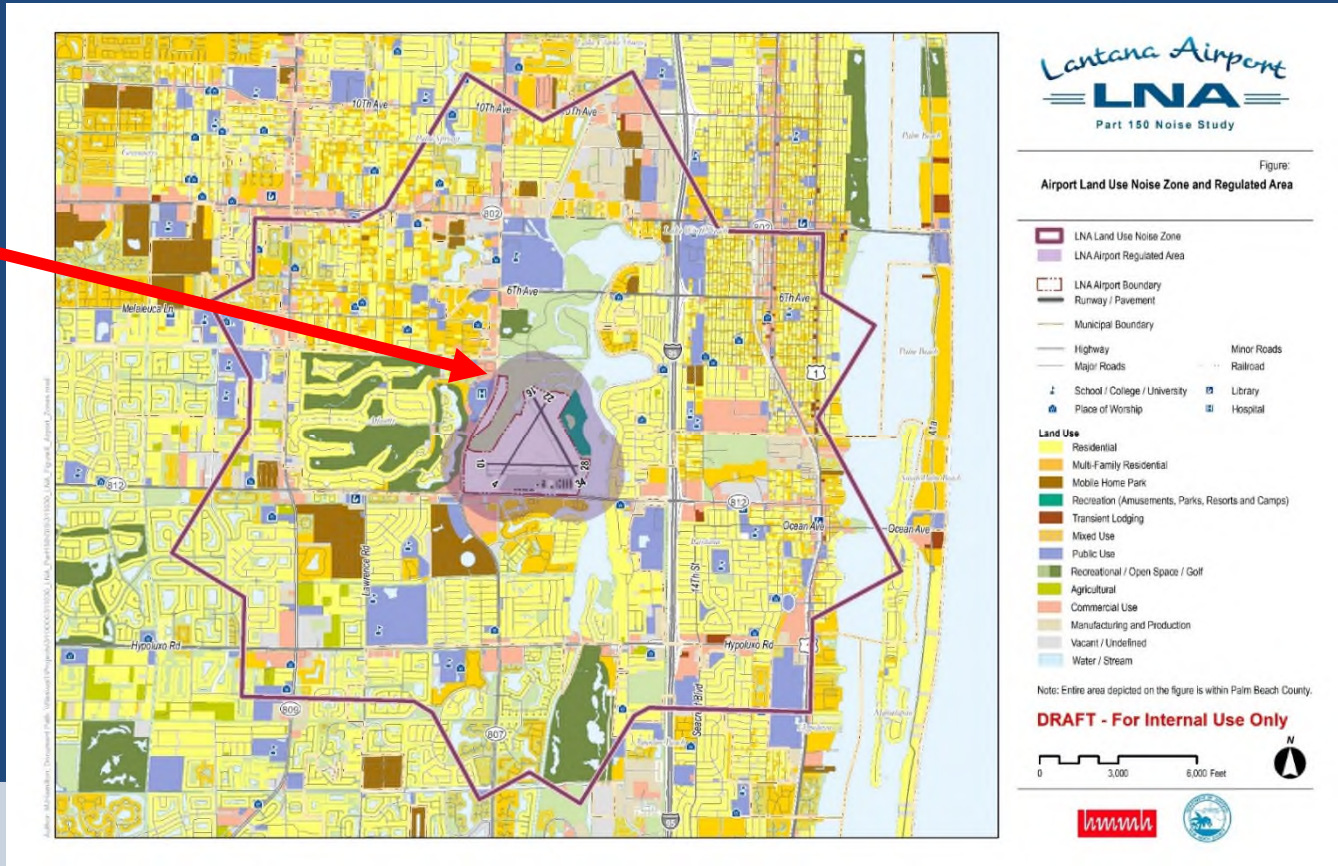
Note: Local agencies can adopt a lower threshold than DNL 65 dB for land use compatibility.

Existing Land Use Measures

Existing Palm Beach County Airport Land Use Compatibility Zoning Regulations

For airports without a FAA approved noise contour.

Prohibited Land Uses: (1) New residential construction is not permitted and (2) New Limited or General Day Care, School-Elementary or Secondary, or College or university, with the exception of aviation school facilities, within an area contiguous to the airport one half the length of the longest runway on either side of and at the end of each runway centerline.

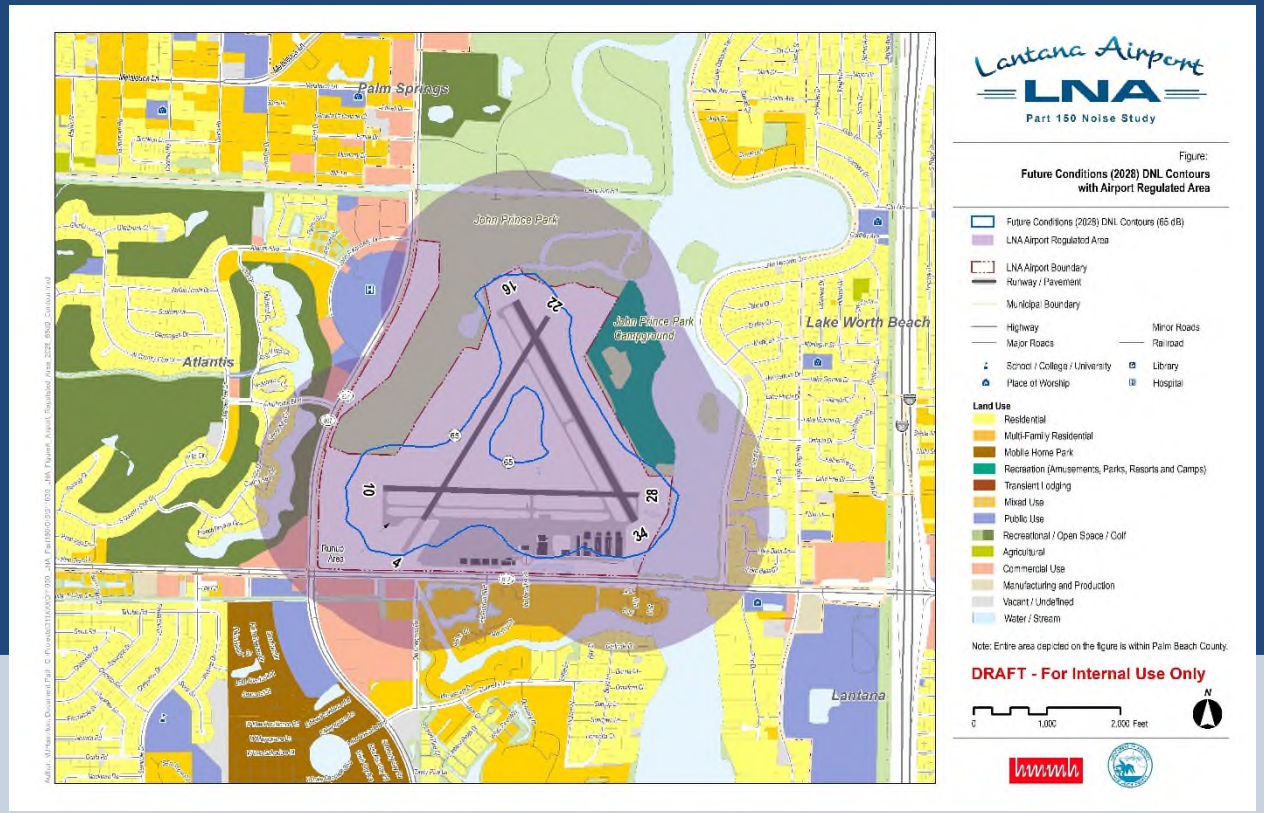


Lantana Airport LNA PART 150 STUDY

Note: Local agencies can adopt a lower threshold than DNL 65 dB for land use compatibility.

Potential Land Use Measures

- Retain the ALUNZ area as currently defined
- Consider basing the Prohibited Area for New Residential and New Educational facilities on a lower level DNL contour (i.e., less than 65 DNL)

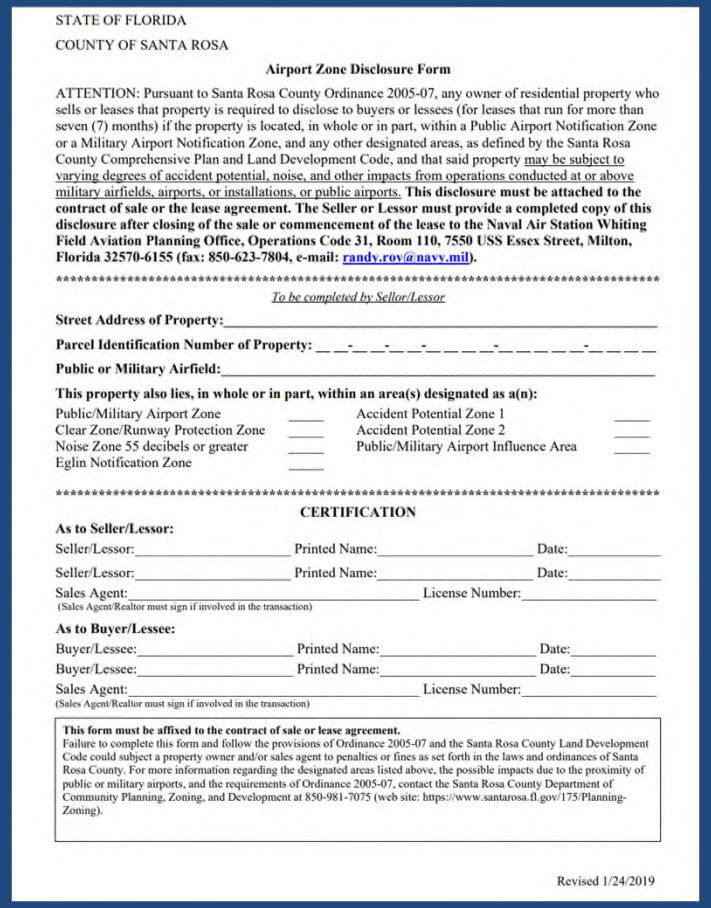


Lantana Airport LNA PART 150 STUDY

Note: Future DNL contours require FAA approval.

Potential Land Use Measures

- Real Estate Disclosures
  - Mechanism for informing buyers of property in airport vicinity about aircraft noise (providing "disclosure")
  - Requirement that sellers and/or real estate brokers must inform buyers
  - Part of the sales agreement
  - Disclosure of this type is generally enacted at the county or state level
  - Applicable to properties within a specific noise contour or within a certain distance from an airport



STATE OF FLORIDA

COUNTY OF SANTA ROSA

Airport Zone Disclosure Form

ATTENTION: Pursuant to Santa Rosa County Ordinance 2005-07, any owner of residential property who sells or leases that property is required to disclose to buyers or lessees (for leases that run for more than seven (7) months) if the property is located, in whole or in part, within a Public Airport Notification Zone or a Military Airport Notification Zone, and any other designated areas, as defined by the Santa Rosa County Comprehensive Plan and Land Development Code, and that said property may be subject to varying degrees of accident potential, noise, and other impacts from operations conducted at or above military airfields, airports, or installations, or public airports. **This disclosure must be attached to the contract of sale or the lease agreement. The Seller or Lessor must provide a completed copy of this disclosure after closing of the sale or commencement of the lease to the Naval Air Station Whiting Field Aviation Planning Office, Operations Code 31, Room 110, 7550 USS Essex Street, Milton, Florida 32570-6155 (fax: 850-623-7804, e-mail: randy.roy@navy.mil).**

****

To be completed by Sellor/Lessor

Street Address of Property:_____

Parcel Identification Number of Property: __-__-__-__-__-___-___-____-____

Public or Military Airfield:_____

This property also lies, in whole or in part, within an area(s) designated as a(n):

Public/Military Airport Zone	____	Accident Potential Zone 1	____
Clear Zone/Runway Protection Zone	____	Accident Potential Zone 2	____
Noise Zone 55 decibels or greater	____	Public/Military Airport Influence Area	____
Eglin Notification Zone	____		

****

CERTIFICATION

As to Seller/Lessor:

Seller/Lessor:_____ Printed Name:_____ Date:_____

Seller/Lessor:_____ Printed Name:_____ Date:_____

Sales Agent:_____ License Number:_____

(Sales Agent/Realtor must sign if involved in the transaction)

As to Buyer/Lessee:

Buyer/Lessee:_____ Printed Name:_____ Date:_____

Buyer/Lessee:_____ Printed Name:_____ Date:_____

Sales Agent:_____ License Number:_____

(Sales Agent/Realtor must sign if involved in the transaction)

This form must be affixed to the contract of sale or lease agreement.
Failure to complete this form and follow the provisions of Ordinance 2005-07 and the Santa Rosa County Land Development Code could subject a property owner and/or sales agent to penalties or fines as set forth in the laws and ordinances of Santa Rosa County. For more information regarding the designated areas listed above, the possible impacts due to the proximity of public or military airports, and the requirements of Ordinance 2005-07, contact the Santa Rosa County Department of Community Planning, Zoning, and Development at 850-981-7075 (web site: https://www.santarosa.fl.gov/175/Planning-Zoning).

Revised 1/24/2019

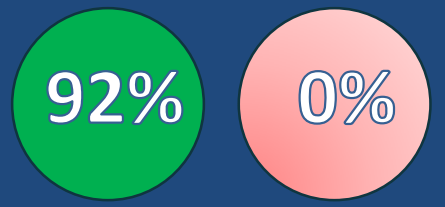
Lantana Airport LNA PART 150 STUDY

Potential Land Use Measures

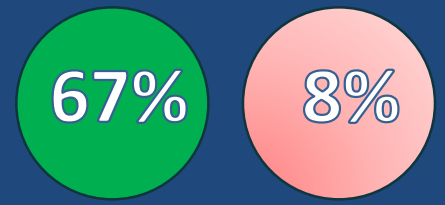
- Adjust Building Codes
  - Intended to raise minimum building standards in vicinity of an airport
  - Intended to promote compatible land uses in airport vicinity
- Comprehensive Land Use Planning
  - DOA and local jurisdictions would participate in land use planning efforts
  - Intended to prevent noncompatible land uses from being developed in airport vicinity

Survey Results – Potential Land Use Measures

#1: Florida Statute 333 Airport Zoning - This measure would recognize existing Florida law that refers to land use compatibility, zoning regulations and requirements, as well as airport hazards as they pertain to development of structures exceeding FAA obstruction standards and to airport safety. This includes updating the County Land Development Code to not allow any new residential development within the published Part 150 Noise Exposure Maps (DNL 65 dB contours) for Lantana. Would you continue to support the County incorporating provisions consistent with Florida Statute FS 333 Airport Zoning and publishing noise zones?



#2: Real Estate Disclosures – This measure would require disclosure of aircraft noise levels and their meaning to purchasers or renters prior to the time of the contract or title transfer for residential property. Disclosure would involve a form to be signed by the prospective buyer or renter similar to what is required by truth-in-sales laws. This will ensure that new residents are aware of the noise environment prior to purchase or rental of properties within the defined area. Would you support Real Estate disclosures within 1 nautical mile of the airport?



Lantana Airport LNA PART 150 STUDY

Program Management Measures - Introduction

- These measures are designed to do the following:
  - Assist with implementation and promotion of measures
  - Monitor and report on effectiveness of measures
  - Update and revise the program as needed
- Program management measures are critical to the success of the NCP
  - Maintain noise office
  - Noise and operations monitoring system
  - Outreach activities
  - Pilot information program
  - Airfield signage

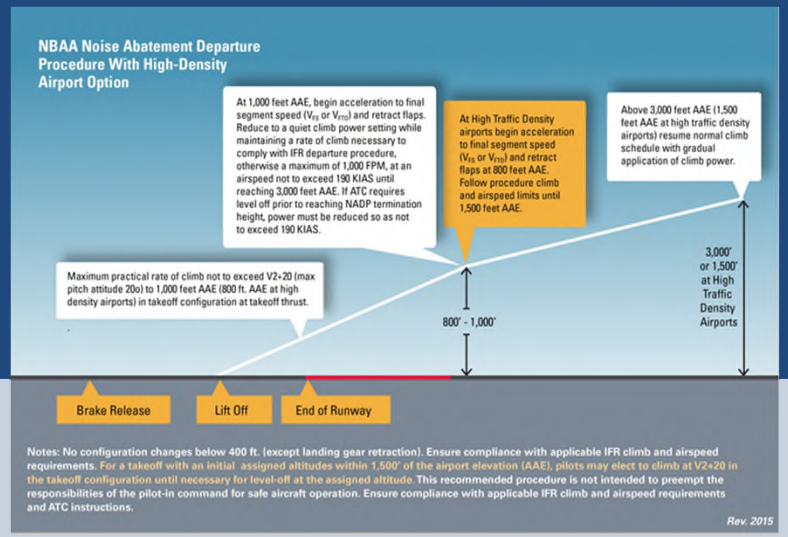
Lantana Airport LNA PART 150 STUDY

Potential Voluntary Program Management Measures

- Maintain the noise office
  - The DOA noise office will continue to monitor and report on activities at LNA
- NOMS
  - Upgrade the existing NOMS and improve flight tracking data at LNA
- Outreach activities
  - Create a citizens committee made up of designated members of the surrounding communities and airport users, which will meet based on an established schedule to discuss noise-related issues associated with LNA.
  - Reporting on operations, runway use and noise comments on a regular basis
  - Continue to enable the collaborative development and management of voluntary solutions to abate noise from aircraft operations

Potential Voluntary Program Management Measures

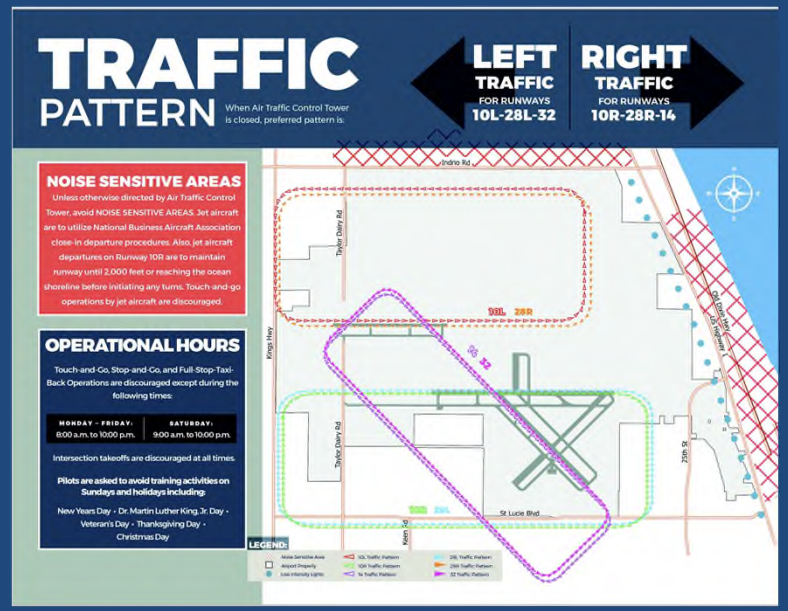
- Develop Pilot Information Program
  - Promote AOPA, NBAA or HAI materials.
  - Example text: All pilot's operating Turbine Engine aircraft departing LNA are requested to use NBAA noise abatement departure profile (NADP) with High Density Airport Option. Piston aircraft are strongly encouraged to follow AOPA noise abatement steps attached and Helicopters strongly encouraged to follow HAI noise abatement guidelines.
  - Identify residential areas to avoid on maps/figures
  - Promote recommended flight patterns
  - Promote noise abatement runway

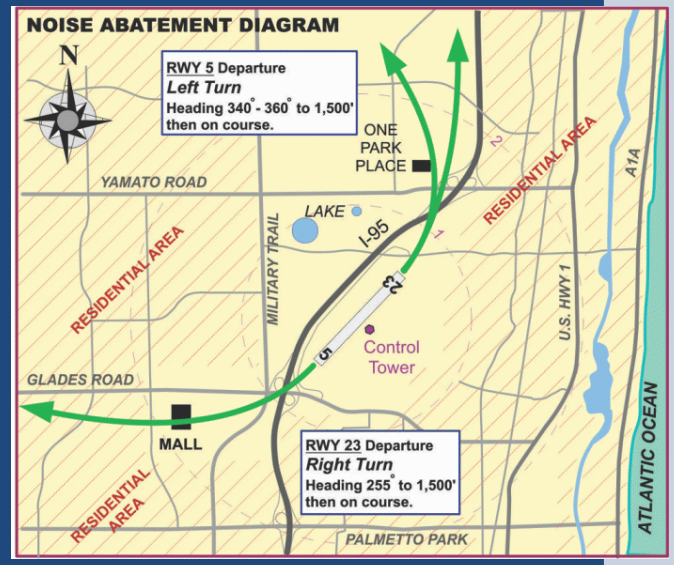


Lantana Airport LNA PART 150 STUDY

Potential Voluntary Program Management Measures

- Pilot Information Program Example Flyers





Lantana Airport LNA PART 150 STUDY

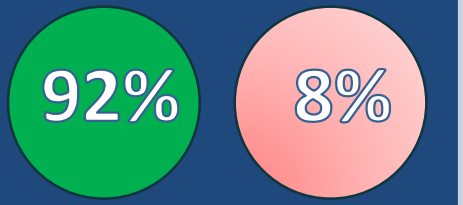
Potential Voluntary Program Management Measures

- Maintain (or update if necessary) noise abatement signage on and off airfield to remind pilots of noise abatement procedures/program

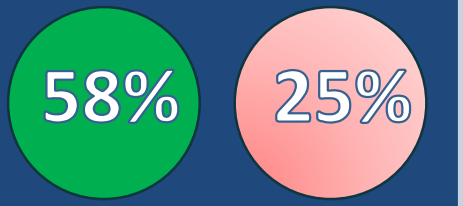
Lantana Airport
LNA
PART 150 STUDY

Survey Results – Potential Voluntary Program Management Measures

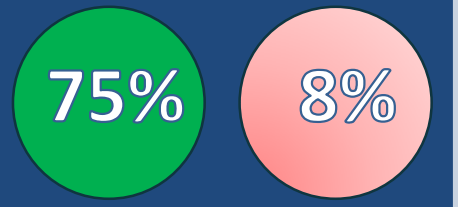
#1: Would you support a Pilot Educational Program to increase awareness of LNA noise measures and the use of Runway 4/22?



#2: Would you support improvements to the PBCDOA noise and flight tracking system (improved radar data, noise comment system, reporting etc.)?



#3: Would you support the addition of noise monitors at LNA?

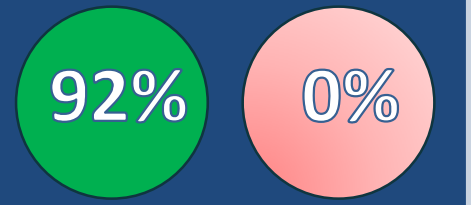


Lantana Airport LNA PART 150 STUDY

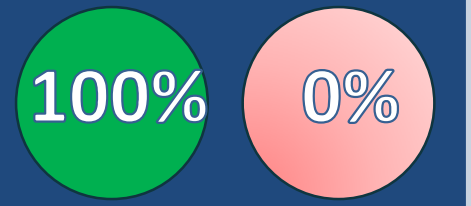
Note: All proposed measures would be Voluntary

Survey Results – Potential Voluntary Program Management Measures

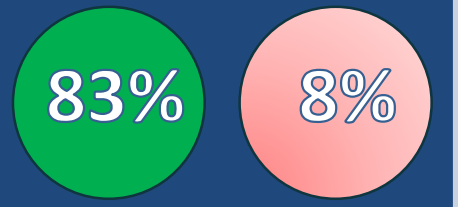
#4: Would you support promoting Aircraft Owners and Pilots Association (AOPA), National Business Aviation Association (NBAA) and/or Helicopter Association International (HAI) Noise Abatement procedures at LNA?



#5: The airport currently has noise abatement signage on the airfield. Would you support updating the noise abatement signage on the airfield to remind pilots that noise abatement procedures should be followed?



#6: Would you support regular meetings between the community, DOA and operators?



Lantana Airport LNA PART 150 STUDY

Note: All proposed measures would be Voluntary

List of Possible Measures for DOA to Consider

Type of Measure NA, LU, PM	Measure Name	Fixed-Wing / Helicopter	Existing / New
NA	Runway 4-22 Preferred noise abatement runway	Both	Existing
NA	No intersection takeoffs	Both	Existing
NA	No Touch-n-Go activity on any runway M/F 10pm to 7am: S/S 10pm to 8am)	Both	Existing
NA	Keep Pattern within 1 Mile	Both	Existing
NA	Use best rate of climb on takeoffs	Fixed wing	Existing
NA	Use FAA AC 91-36 or newer version	Fixed wing	Existing
NA	Helicopter traffic pattern altitude is 1,000 MSL	Helicopter	Existing
NA	Use manufacturers recommended noise abatement procedures or FAA AC 91-66	Helicopter	Existing
NA	Maintain existing Run-up Location	Fixed Wing	Existing

Lantana Airport LNA PART 150 STUDY

Note: All proposed measures would be Voluntary
The DOA will study the possibility of these measures further if they are warranted.

List of Possible Measures for DOA to Consider

Type of Measure NA, LU, PM	Measure Name	Fixed-Wing / Helicopter	Existing / New
NA	Establish Helicopter arrival and departure routes	Helicopter	New
NA	Establish RNAV Arrival procedures to Runway 4/22	Fixed Wing	New
NA	Establish RNAV Departure procedure from Runway 22	Fixed Wing	New
NA	Establish alternate pattern routes for each runway	Helicopter	New
NA	Separate Helicopter and Fixed-wing patterns: Helicopter Right-turn, Fixed Wing Left-turn	Both	Existing
LU	Revise the Airport Overlay Zone or area		Existing
LU	Revise Building Codes for Noise level Reduction Construction.		New

Lantana Airport LNA PART 150 STUDY

Note: All proposed measures would be Voluntary
The DOA will study the possibility of these measures further if they are warranted.

List of Possible Measures for DOA to Consider

Type of Measure NA, LU, PM	Measure Name	Fixed-Wing / Helicopter	Existing / New
LU	Develop recommended real estate disclosures		New
PM	Use Unicom at all times when in airport area	Both	Existing
PM	Create a citizens committee made up of designated members of the surrounding communities and airport users, which will meet based on an established schedule to discuss noise-related issues associated with LNA		New
PM	NOMS - establish data collection system		New
PM	Publish a Pilot Information Guide/ Program		New

Lantana Airport LNA PART 150 STUDY

Note: All proposed measures would be Voluntary
The DOA will study the possibility of these measures further if they are warranted.

Review of Project Schedule and Contacts

Lantana Airport LNA PART 150 STUDY

Project Schedule

Meeting / Activity	Anticipated Purpose	Date
Kick-Off Meeting with PBCDOA and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	November 2019
1st Advisory Committee Meeting	Introduction to Part 150, discuss team roles, identify issues of concern, and to discuss areas for noise monitoring	February 4, 2020
2nd Advisory Committee Meeting	Noise modeling inputs, noise measurements and introduction to noise compatibility	June 1, 2020
3rd Advisory Committee Meeting	Review revisions to noise model inputs, discuss NCP purpose, review existing measures	October 28, 2020
4th Advisory Committee Meeting	Review of approved forecast, discuss NA measures and discussion on Land Use and Programmatic Measures	May 3, 2023
5th Advisory Committee Meeting	Review NA measures, discuss Land Use and Programmatic Measures.	June 21, 2023
6th Advisory Committee Meeting	Discuss remaining measures and develop draft program	August 9, 2023
NEM/NCP Public Comment Period	NEM/NCP thirty-day public comment period.	October 25 - November 24, 2023
NEM/NCP Public Workshop & Hearing	Public Workshop and Hearing	November 15, 2023
Submit Final NEM/NCP to FAA	PBCDOA submits final NEM/NCP for approval by FAA.	December 15, 2023

Lantana Airport LNA PART 150 STUDY

Note: Schedule is subject to change

Project Contacts and Information

- Bob Mentzer, Project Manager - LNA Part 150 Study Team
- Craig Delegato– Manager, Noise Office
- Address emails to: LNAPart150@hmmh.com
- LNA Part 150 Website provides project information www.lnapart150.com/lnapart150
- PCBDOA website provides general airport information www.pbia.org/about/general-aviation/park-airport/

Lantana Airport Part 150 Project

The "Part 150" Airport Noise Study for the Palm Beach County Park Airport (Lantana Airport) is underway

Lantana Airport Overview

Palm Beach County Park Airport (Lantana Airport) is located in Lantana, Florida and is 6 miles south of Palm Beach International Airport. Lantana Airport (LNA) is operated and maintained by the **Palm Beach County Department of Airports** (PBCDOA). LNA is a reliever airport focusing on the general aviation reciprocating and turbine driven aircraft.

Lantana is a busy airport with a mix of both fixed wing aircraft and helicopters. There is no air traffic control tower and currently no landing fees at LNA. There are 3 runways which are located in a triangle layout. The longest runway, 10/28 is 3,490' in length and 75' wide.

The airport is supported by one fixed based operator, Stellar Aviation. The field also has several flight schools, aircraft maintenance and a propeller shop.

Part 150 Overview

The PBCDOA has recently begun a noise study at LNA called a "Part 150 Study". Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150) sets forth a process for airport proprietors to follow in developing and obtaining FAA approval of programs to reduce of eliminate noncompatible land use. Additional information on this regulation and related FAA guidance can be found on **FAA's website here**. A formal submission to the FAA under Part 150 includes documentation for two principal elements: (1) the Noise Exposure Map (NEM) and (2) the Noise Compatibility Program.

Part 150 prescribes specific standards and systems for:

- Measuring noise
- Estimating cumulative noise exposure
- Describing noise exposure (including instantaneous, single event, and cumulative levels)
- Identifying noncompatible land uses
- Coordinating Noise Compatibility Program development with airport users, the FAA, land use officials and neighbors
- Documenting the analytical process and development of the Noise Exposure Maps and Noise Compatibility Program
- Submitting documentation to the FAA
- Public consultation
- FAA and public review processes
- FAA approval or disapproval of the submission

The Part 150 Study includes multiple opportunities for community input and engagement. Program documents, upcoming meeting dates/locations and meeting materials will be posted on this website throughout the project as they are prepared.

Frequently asked questions and answers can be found on this website in the "Study Documents" section.

If you have any questions about the LNA Part 150 Study, please contact the **LNA Part 150 Study email address**.

Additional Part 150 Resources

Information on other airports' Part 150 Studies can be found on **FAA's Noise Compatibility Program Status website.** This site provides links and status updates on airport NCPs developed through Part 150 studies, and is organized by state.

Background information on airport noise can be found at **NoiseQuest**. NoiseQuest was developed to provide educational information on aviation noise. The initial site development was supported by the FAA through the PARTNER Center of Excellence under grants to researchers at The Pennsylvania State University and Purdue University.

Lantana Airport
LNA
PART 150 STUDY

Next Steps

- Finalize Noise Compatibility Measures
- NEM/NCP Documentation
- Public review of NEM/NCP

Lantana Airport LNA PART 150 STUDY

Public Comment

Limit to 3 min per speaker

Lantana Airport LNA PART 150 STUDY

Wrap Up

Committee questions, comments, and discussion

This completes our series of TAC/CAC meetings

We want to thank you for your participation and support

Lantana Airport LNA PART 150 STUDY

Thanks for attending!

Lantana Airport LNA PART 150 STUDY