



# Lantana Airport Part 150 Study

Palm Beach County Department of Airports  
*Jet Ban at Palm Beach County Park Airport (Lantana)*

Special Joint TAC/CAC Meeting

Location: Virtual

February 4, 2021

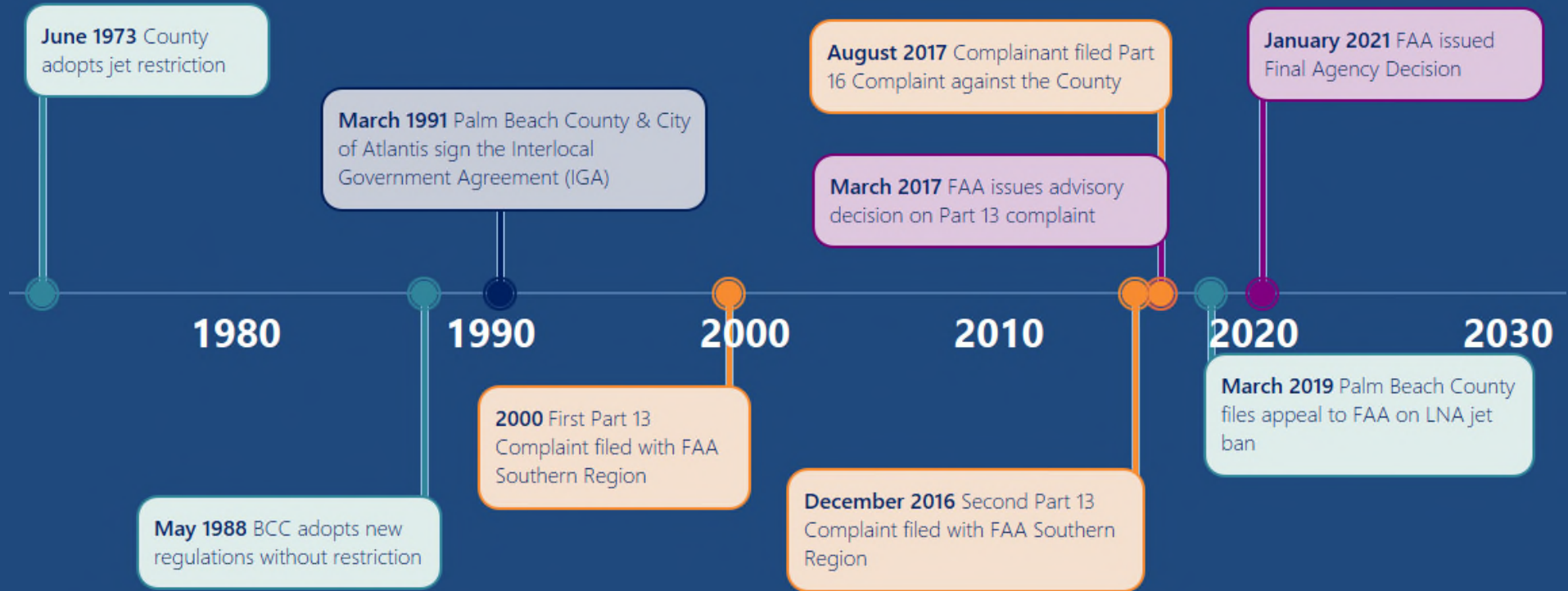


# Agenda

- Introductions
- Legal History
- Corrective Action Plan (CAP)
- Practical Implications
- Next Steps



# Legal History



# FAA Final Agency Decision

- 1) The County must submit a detailed Corrective Action Plan (CAP) within 60 days. It must (subject to FAA approval):
  - a) Permit immediate access by jet aircraft capable of using LNA runways, infrastructure, and facilities, and
  - b) Provide a long-term formal commitment within 180 days to rescind or not enforce the restriction.
- 2) Pending FAA approval of the CAP, FAA will withhold approval for any application for AIP entitlement funds, and
- 3) The FAA will consider appropriate action regarding the County's noncompliance with ANCA (which could jeopardize all County airport grant funds).



# Immediate Corrective Actions

1. The FAA will approve the CAP within thirty days (i.e., by April 13, 2021).
2. Notify Complainant that he may operate aircraft using Runway 10/28 and will not enforce the jet restriction for other aircraft landing on Runway 10/28.
3. Submit a request to the FAA that, until further notice, all jet aircraft should use Runway 10/28.
4. Submit a request to the Florida Department of Transportation to remove the note from appropriate documents about jet restrictions and add remarks that, until further notice, jet aircraft should use Runway 10/28.
5. Remove language from the County web page which states that refers to the restriction and note that jet aircraft may use Runway 10/28.
6. Not enforce the jet restriction against users using Runway 10/28.
7. Inform the City of Atlantis that it will be unable to continue to enforce the restriction as set forth in the "Interlocal Governmental Agreement for Lantana Airport".



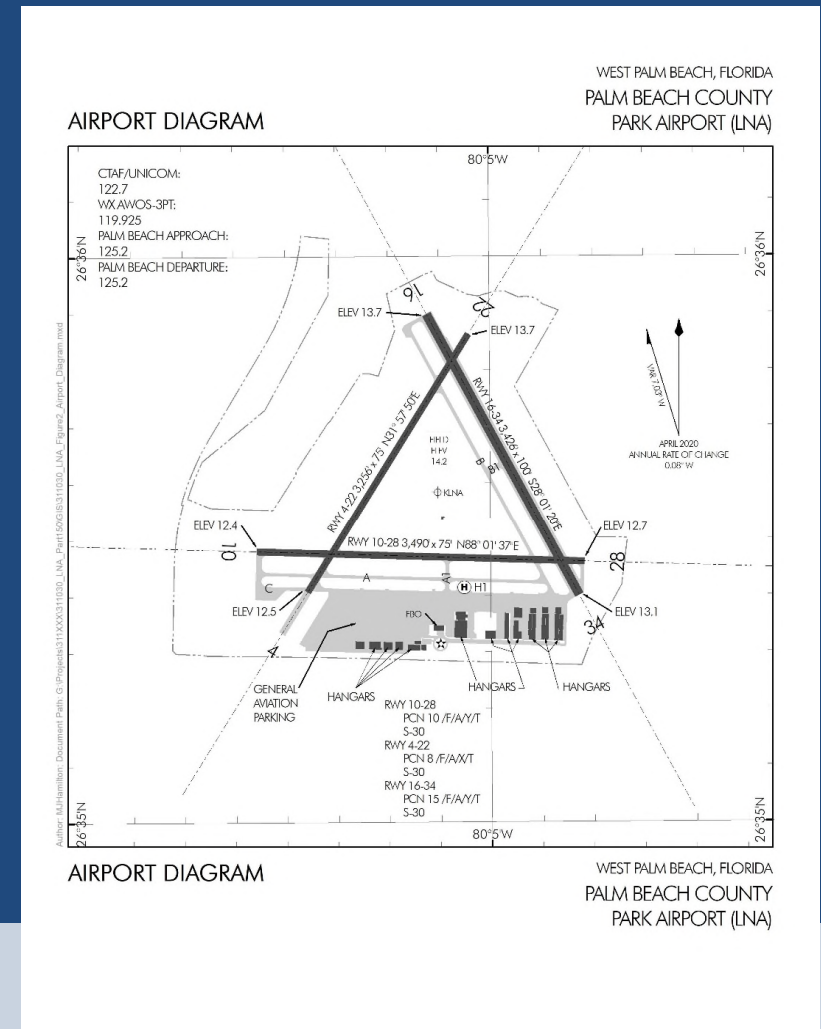
# Additional Steps (next 180 days)

8. Request that FAA conduct an assessment on the airspace impacts of removing the restriction.
9. Update the forecast being used for the Part 150 Study to show jet operations; submit the forecast for FAA approval.
10. Schedule and conduct a public meeting announcing and discussing the draft forecast.
11. Develop a Noise Exposure Map (NEM) showing the effect operations.
12. Schedule and conduct public meetings for presentation of and comments on the draft NEMs.
13. Submit NEMs to FAA for review and acceptance.
14. Draft a formal BCC resolution for repeal of the jet restriction.
15. Provide opportunity for public comment on the resolution.
16. Post the resolution publicly for four weeks before the rescission of the restriction becomes effective.
17. Update the LNA Master Record and website.
18. Complete the Part 150 Study.



# Practical implications of jet operations at LNA

- The types of jet aircraft that could operate at LNA are limited by runway length (*longest runway <3,500 feet*)
- No current or proposed plans to extend existing runways
- No commercial service (not a Part 139 airport)
- Doesn't mean LNA will become PBI or F45
- F45 designed as jet reliever airport for PBI, not LNA
- Anticipated jet users at LNA likely to be itinerant users and owner/operators
- Significant changes to noise exposure around LNA are not anticipated
- Anticipate limited jet operations based on runway length



# Jet Aircraft that Could Operate at LNA\*

Citation I/SP, CJ1  
Cessna 550 Citation II  
Cessna 525 CJ2  
Cessna Citation Mustang  
Cirrus Vision SF-50  
Pilatus PC-24  
Phenom 100  
Citation V Ultra  
Eclipse 500  
Citation III, CJ3  
Lear 31



\* Pending confirmation from DOA aviation planning review



# Comparison of aircraft noise levels

Aircraft currently operating at LNA:

- Cessna 172 most common aircraft
- Robinson 22 most common helicopter

## Non-Jets

SOUND EXPOSURE LEVEL (dBA)



AEDT Type  
**CNA172**  
Cessna 172 Skyhawk  
58% of operations



AEDT Type  
**GASEPV**  
Beech 36  
10% of operations



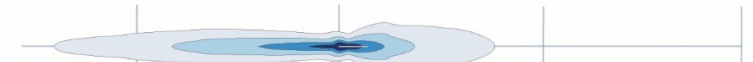
AEDT Type  
**R22**  
Robinson R22  
9% of operations



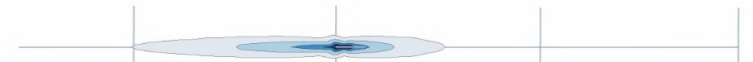
AEDT Type  
**BEC58P**  
Piper 27 Aztec  
6% of operations



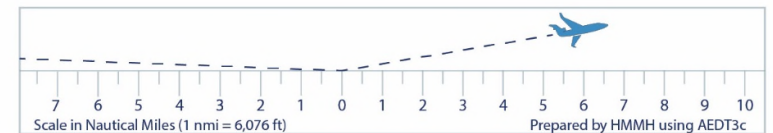
AEDT Type  
**DHC6**  
Beech 18  
<1% of operations



AEDT Type  
**CNA208**  
Cessna 208 Caravan  
<1% of operations



AEDT Type  
**PA30**  
Piper Twin Comanche  
<1% of operations



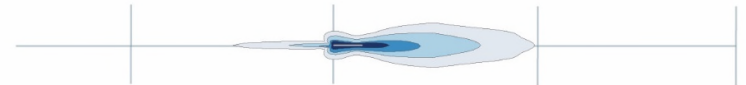
# Comparison of aircraft noise levels

- Jets that could operate at LNA
- Citation I owned by complainant

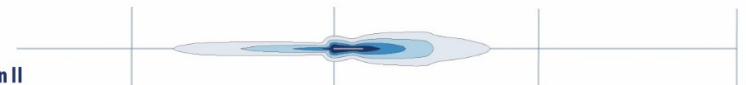
## Jets

SOUND EXPOSURE LEVEL (dBA)  95+  90 - 95  85 - 90  80 - 85

AEDT Type  
CNA500  
Citation I



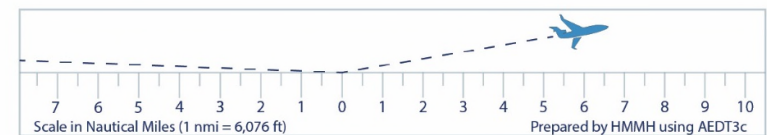
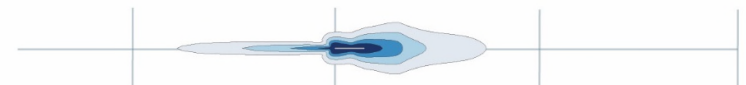
AEDT Type  
CNA55B  
Cessna 550 Citation II



AEDT Type  
ECLIPSE50  
Eclipse 500



AEDT Type  
CNA525C  
Citation CJ2



# Impact to Part 150 Study



Revise 5-year forecast to include jet operations



Determine which runways jets could use



Prepare future contours that include jet operations



Develop noise abatement strategies to minimize noise from all aircraft activities



# Next Steps

- Presentation to Board of County Commissioners on February 9, 2021
- Part 150 Technical Advisory Committee (TAC)/Citizens Advisory Committee Meetings on February 24, 2021
- Submit CAP to FAA on or before March 14, 2021



# Questions?



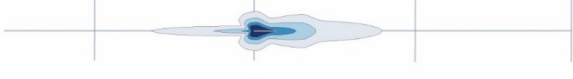
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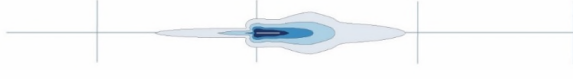
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Beech 36  
10% of operations



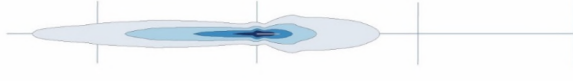
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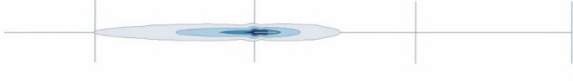
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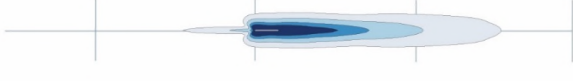
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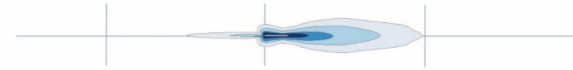
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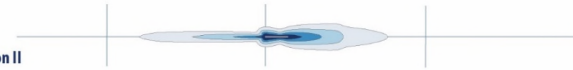
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