



NCP Meeting

THE PART 150 STUDY

The Palm Beach County Department of Airports (PBCDOA) has completed a Noise Compatibility Planning Study for the Palm Beach County Park Airport (Lantana Airport or LNA). The study is referred to as a “Part 150 Study” and is in accordance with Title 14 of the Code of Federal Regulation Part 150 (14 CFR Part 150, or Part 150).

Noise Compatibility Program

Describes the actions the airport proprietor (PBCDOA) proposes to undertake to minimize existing and future noise.

Part 150 provides a framework for evaluating aircraft noise exposure and the costs and benefits of various measures aimed at improving land use compatibility, resulting in a collection of recommended measures that is collectively referred to as a Noise Compatibility Program (NCP).

The Noise Exposure Map report for this Study did not identify any noncompatible land uses within the 65 decibel (dB) contour. Therefore, the NCP report will not be officially reviewed by the Federal Aviation Administration (FAA) but, the NCP will be used by PBCDOA to pursue measures outside of the Part 150 process. Noise abatement measures developed outside the Part 150 process may require FAA analysis, environmental review under the National Environmental Policy Act (NEPA), and approval, but the measures will not be approved or funded by the FAA Part 150 grant process.

The NCP presents the plan that PBCDOA intends to pursue to minimize noise effects to noise-sensitive communities. It represents the culmination of efforts by local jurisdictions, agencies, other stakeholders, and the FAA. The NCP development process focused on the following three strategies to improve land use compatibility:

1. **Noise Abatement:** Measures to reduce noise at the source
2. **Land Use:** Corrective or preventive measures to mitigate the impact of aircraft noise
3. **Program Management:** Means to implement, monitor, and/or report on NCP measures

NOISE COMPATIBILITY PROGRAM MEASURES

Recommended Measures

Noise Abatement (NA) Measures

- **NA-1: Runway 4/22 is the Preferential Noise Abatement Runway** – This voluntary measure would continue to recommend all aircraft use Runway 4/22 whenever possible to reduce aircraft noise in residential areas outside the DNL 65 dB contour.
- **NA-2: Discourage Intersection Takeoffs from Any Runway** – This voluntary measure would recommend all aircraft use the full length of the runway for departures.
 - The original measure only specified fixed-wing aircraft and was modified based on public comments to include all aircraft (fixed-wing and helicopter).
- **NA-3: Follow Established Voluntary Flight Training Patterns** – This voluntary measure would continue to recommend aircraft fly established patterns for each runway which minimize overflights over residential areas outside the DNL 65 dB contour.
- **NA-4: Recommended Pilot Procedures** – This voluntary measure would continue to recommend all aircraft implement best practices for flying neighborly and follow recommended noise abatement practices to help reduce noise levels outside of the DNL 65 dB contour in residential areas.
- **NA-5: Recommended Helicopter Traffic Pattern Altitude of 1,000’ MSL** – This voluntary measure would continue to recommend all helicopters use 1,000 feet above Mean Sea Level (MSL) training pattern altitude to help reduce noise levels outside of the DNL 65 dB contour in residential areas.
- **NA-6: Maintain Existing Run-Up Location** – This voluntary measure would continue to recommend maintenance run-ups occur at the defined location between the ends of Runway 4 and Runway 10 to reduce noise levels outside of the DNL 65 dB in residential areas.
- **NA-7: Study Establishment of Voluntary Helicopter Arrival and Departure Routes** – This new measure would seek to study the establishment of voluntary arrival and departure routes for helicopters (non-pattern flights) entering or exiting LNA over compatible land uses which could reduce noise levels outside of the DNL 65 dB contour in residential areas.
- **NA-8: Study Improvements to Runway 4/22** – This new measure proposes to study, as part of the master planning process, the feasibility and potential benefits of a full-length taxiway for Runway 4/22 and increasing the length of Runway 4 for departures, making it more desirable for pilots which would shift arrival and departure routes over less noise-sensitive land uses and reduce noise levels outside of the DNL 65 dB contour in residential areas.
- **NA-9: Design and Implement an RNAV Arrival Procedure for Runway 4** – This new measure would recommend the design and implementation of a voluntary RNAV approach to Runway 4 to increase usage of the preferred runway to reduce noise levels outside of the DNL 65 dB contour in residential areas.

- **NA-10: Adjust the Recommended Times for Touch-and-Go Activities during Standard Time - From 7 a.m. to 9 p.m. (Monday-Friday) and from 8 a.m. to 9 p.m. (Saturday and Sunday)** – This voluntary measure would recommend training operations end one hour earlier during a portion of the year.
- **NA-11: Design and Implement RNAV Departure Procedures for Runway 4/22** – This new measure would recommend the design and implementation of voluntary RNAV departures from Runway 4 and Runway 22 to support increased usage of the preferred noise abatement runway to reduce noise levels outside of the DNL 65 dB contour in residential areas.
- **NA-12: Study the Establishment of Voluntary Alternate Pattern Routes for Helicopter Training** – This new measure would study the establishment of alternate pattern routes for helicopter training operations to reduce repetitive, sequential pattern training over some residential outside of the DNL 65 dB contour.
 - This measure was added after public comment and is proposed for review by the new Lantana Airport Noise Citizens Committee.

Land Use (LU) Measures

- **LU-1: Retain the Current Airport Land Use Noise Zone (ALUNZ)** – This measure establishes an area that may experience aircraft overflights and where land use may experience aircraft noise, which could help reduce the introduction of new residential land uses and continue to inform existing land use owners that they are in an area that may be subject to aircraft noise.
- **LU-2: Retain the Current Restriction Area for New Residential and Educational Properties** – This measure restricts new residential construction and establishment of educational facilities (except aviation schools) in the Regulated Area adjacent to the airport.
- **LU-3: Continue to Participate in Comprehensive Land Use Planning** – This measure encourages PBCDOA to participate in long-term land use planning which could assist with preventing and reducing noncompatible land uses near LNA.
- **LU-4: Update Building Codes for Noise Level Reduction within the ALUNZ as Needed** – This new measure proposes to revisit building codes within the ALUNZ if future conditions at LNA change which could help reduce noise levels within structures within the ALUNZ.

Measures revised or added based on Public Comments.

NOISE COMPATIBILITY PROGRAM MEASURES (continued)

Program Management (PM) Measures

- **PM-1: Maintain Noise Office** – This measure will enable PBCDOA to continue to address community concerns associated with aircraft noise from LNA operations.
- **PM-2: Maintain and Update the Existing NOMS** – This measure would enable PBCDOA Noise Office to maintain its ability to investigate noise comments and provide a means to monitor compliance with NCP noise abatement measures at LNA.
- **PM-3: Always Use the CTAF/UNICOM When in the Airport Area** – This measure enables pilots to be aware of other operators at LNA, aircraft in pattern, and conditions at the Airport.
- **PM-4: Maintain or Update Noise Abatement Program Signage** – This measure would maintain existing signage which provides noise abatement information to the LNA pilots and establish new signage as needed.
- **PM-5: Establish the Lantana Airport Noise Citizens Committee** – This new measure would establish a committee made up of community members and airport users to support and maintain meaningful dialogue regarding aircraft noise at LNA.
- **PM-6: Expand the Pilot Information Program** – This measure would continue to enable the collaborative development and management of voluntary solutions to abate noise from aircraft operations. It would include developing a Pilot Program for LNA and provide engagement with pilots, the FBO, flight schools, and other stakeholders at LNA.

Measures revised or added based on Public Comments.

Final Report

The Final Report is available on the project website.

- Project website (<https://www.pbia.org/general-aviation/palm-beach-county-park-airport/lantana-airport-part-150-project/>)

