Lantana Airport LNA PART 150 STUDY

PUBLIC WORKSHOP

THE PART 150 STUDY

The Palm Beach County Department of Airports (PBCDOA) is undertaking 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).

GOALS FOR THE PART 150 STUDY

1. Develop Noise Exposure Maps that reflect current and future airport operations within the Study timeframe
2. Communicate noise exposure levels and land use compatibility associated with LNA aircraft operations and its surrounding communities
3. Develop recommendations to address non-compatible noise exposure using noise abatement, land use, and/or program management measures through a Noise Compatibility Program

ELEMENTS OF THE PART 150 STUDY

1 Noise Exposure Map

Describes the airport layout and operation, aircraft-related noise exposure, land uses in the airport environs, and resulting land use compatibility

Addresses land use compatibility from aircraft operations during:

1. The year of submission (2023)
2. A forecast year at least 5 years following the submission (2028)

The NEMs for LNA contain noise contours for existing (2023) and forecast (2028) conditions, presented over base maps that depict the airport layout, local land use control jurisdictions, major land use categories, discrete noise-sensitive "receptors," and other information required by Part 150. The noise contours were prepared using the Aviation Environmental Design Tool (AEDT), which is required by the Federal Aviation Administration (FAA). The airport-specific information required by AEDT includes both physical data (airfield geometry, airfield elevation, weather, and terrain data) and operational data (number and types of aircraft and flight trajectories of arriving and departing aircraft). The NEMs show that zero population and zero noise-sensitive sites are located within the 2023 and 2028 noise contours.

2 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 the costs and benefits of measures to improve land use compatibility, resulting in a collection of recommended measures that is 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 FAA. It will be used by PBCDOA to pursue measures outside of the Part 150 process. These measures may require FAA analysis, environmental review under the National Environmental Policy Act, 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

Voluntary Measures Already in Place at LNA

Voluntary Noise Abatement (NA) Measures

- NA-1: Runway 4/22 is the Preferential Noise Abatement Runway – continue to recommend all aircraft and helicopters use Runway 4/22 whenever possible.
- NA-2: Discourage Intersection Takeoffs from Any Runway for all Fixed-Wing Aircraft – continue to recommend all fixed-wing aircraft use the full length of the runway for departures.
- NA-3: Follow Established Voluntary Fight Training Patterns – continue to recommend fixed-wing aircraft fly established patterns for each runway.
- NA-4: Recommended Pilot Procedures – continue to recommend fixed-wing aircraft and helicopters implement best practices for flying neighborly and follow recommended noise abatement practices.
- NA-5: Recommended Helicopter Traffic Pattern Altitude of 1,000' MSL – continue to recommend all helicopters use 1,000 feet above Mean Sea Level (MSL) training pattern altitude.
- NA-6: Maintain Existing Run-Up Location - continue to recommend maintenance run-ups occur at the defined location between the ends of Runway 4 and Runway 10.

Land Use (LU) Measures

- LU-1: Retain the Current ALUNZ establishing an area that may experience aircraft overflights and where land use may experience aircraft noise.
- LU-2: Retain the Current Restriction Area for New Residential and Educational Properties restricting new residential construction and establishment of educational facilities (except aviation schools).
- LU-3: Continue to Participate in Comprehensive Land Use Planning as an effective way to prevent development of noncompatible land uses near LNA.

Program Management (PM) Measures

- PM-1: Maintain Noise Office providing public engagement as well as management of the noise monitoring, flight tracking, and complaint management systems.
- PM-2: Maintain and Update the Existing NOMS providing reliable airport operations and noise monitoring data, validation of noise comments, historical data on runway use, flight tracks, and weather.
- PM-3: Always Use the CTAF/UNICOM when in the Airport Area allows coordination between the pilots.

Measures to be Initiated at LNA within One Year of FAA Acceptance of the NEMs

- NA-7: Establish Voluntary Helicopter Arrival and Departure Routes – establish voluntary arrival and departure routes for helicopters (non-pattern flights) entering or exiting LNA.
- NA-8: Study Improvements to Runway 4/22- study the feasibility and potential benefits of a full-length taxiway for Runway 4/22 and increasing the length of Runway 4 for departures.
- NA-9: Design and Implement an RNAV Arrival Procedure for Runway 4 – recommend the design and implementation of a voluntary RNAV approach to Runway 4 to reduce noise over 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) – 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 - recommend the design and implementation of voluntary RNAV departures from Runway 4 and Runway 22 to reduce noise over residential areas.

PUBLIC WORKSHOP

NOISE COMPATIBILITY PROGRAM MEASURES (continued)

Program Management (PM) Measures

- PM-4: Maintain or Update Noise Abatement Program Signage – maintain existing signage which provides noise abatement information to the LNA pilots and establish new signage as needed.
- PM-5: Establish a Citizens Committee – establish a Citizens Committee to support and maintain meaningful dialogue regarding aircraft noise at LNA.
- PM-6: Expand the Pilot Information Program – expand the existing program with pilots including additional promotional materials regarding preferred runway, use of established traffic patterns and use the Unicom.

Measures Without an Identified Timeline

- LU-4: Update Building Codes for Noise Level Reduction within the ALUNZ as needed – update minimum noise level reduction standards into building codes for parcels within the ALUNZ.

PUBLC REVIEW

The Draft Report is available for public review.

- Project website (www.lnapart150.com/lnapart150)
- Palm Beach County Department of Airports office
- Lantana Public Library

Comments will be accepted through 5 p.m. on June 7, 2024.

- Email to: LNAPart150@hmmh.com
- Mail to: LNA Part 150, HMMH, 700 District Ave, Suite 800, Burlington, MA 01803
- Written comments will also be taken at the Public Workshop

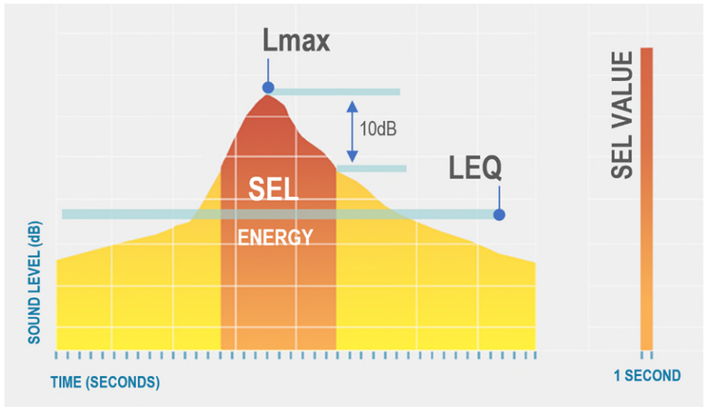
All comments received during the public review period and at the public information workshop will be considered and included in the NEM and NCP reports.

NOISE METRICS

Maximum Sound Level (Lmax) – The point at which the sound is the highest

Sound Exposure Level (SEL) – All acoustic energy of an individual noise event as if that event had occurred within a one-second time period

Day-Night Average Sound Level (DNL) – A person's cumulative exposure to sound over a 24-hour period



NOISE EXPOSURE MAP

Shown below is the draft *2023 Existing Conditions and 2028 Forecast Condition Noise Exposure Map Comparison* for LNA that was generated by a computer modeling program called AEDT, which is the modeling program prescribed by the FAA for noise studies.