

Palm Beach County Park Airport (LNA) Part 150 Study

Palm Beach County Department of Airports

Scoping Meeting
June 13, 2019



Agenda

- Introductions / Opening Remarks
- Part 150 Overview
- Proposed Scope of Work
- Proposed Schedule/Milestones
- Discussion



Introductions / Opening Remarks

- PBCDOA opening remarks
- Introductions
- HMMH Study Team
- HMMH
 - ⇒ Mary Ellen Eagan – Principal in Charge
 - ⇒ Bob Mentzer – Project Manager
 - ⇒ Rhea Gundry – Assistant Project Manager
- Quest
 - ⇒ Paul Dobens
 - ⇒ Beth Zoska



Part 150 Overview



Major Part 150 Components

- **Two primary elements**
 - ⇒ Noise Exposure Map (NEM)
 - ⇒ Noise Compatibility Program (NCP)
- **Consultation required with**
 - ⇒ All local, state, and federal entities with control over land use within DNL 65+ dB
 - ⇒ FAA regional officials, regular aeronautical users of the airport
 - ⇒ All parties interested in review of and comment on the draft
- **Opportunity must be offered for a final public hearing on the NCP**
- **Improved stakeholder relations is typically one of the most valuable study results**



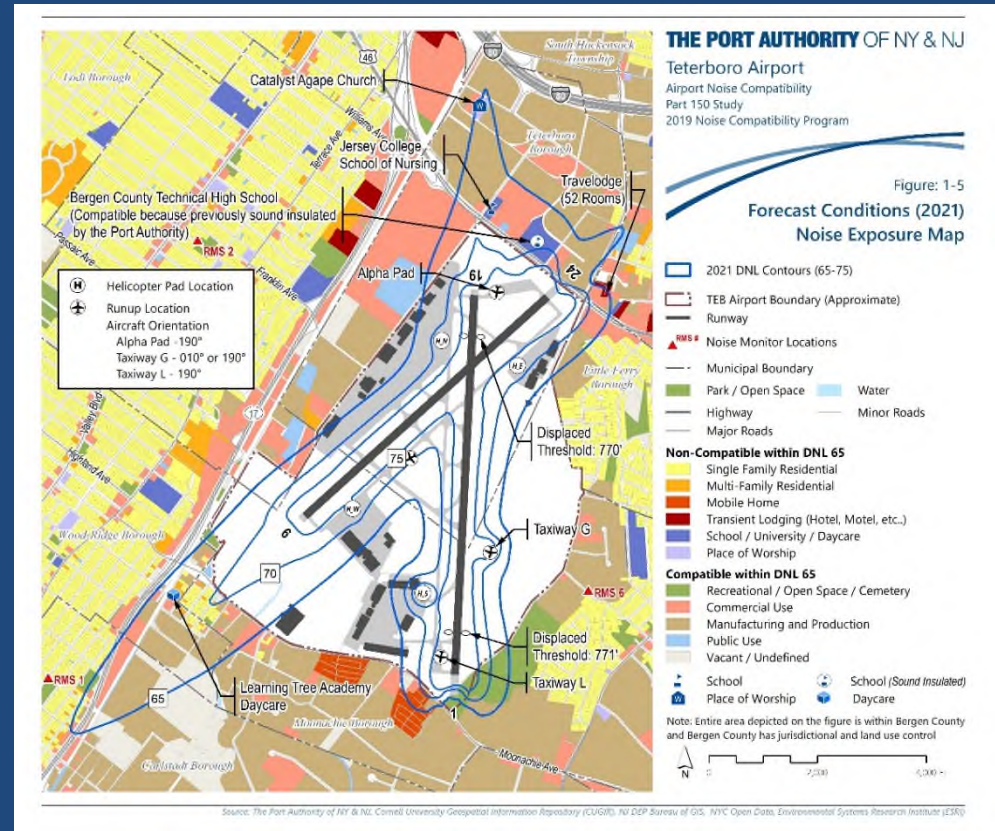
Part 150 Noise Exposure Map Overview

- **FAA “accepts” NEM as compliant with Part 150 standards**
- **NEM must include detailed description of**
 - ⇒ Airport layout, aircraft operations, and other inputs to noise model
 - ⇒ Aircraft noise exposure in terms of Day-Night Average Sound Level (DNL)
 - ⇒ Land uses within DNL 65+ decibel (dB) contours
 - ⇒ Noise / land use compatibility statistics within DNL 65+ dB contours
- **NEM must address two calendar years**
 - ⇒ Year of submission
 - ⇒ Forecast – at least five years from year of submission
 - ⇒ FAA reviews forecasts for consistency with Terminal Area Forecast (TAF)



Teterboro (TEB) Example

- Major components include:
 - ⇒ DNL 65, 70 and 75 dB contours
 - ⇒ Land use categories
 - ⇒ Historic properties, schools and places of worship identified
 - ⇒ Jurisdictions responsible for land use/zoning controls
 - ⇒ Noncompatible land uses within the DNL 65+ dB contours



Part 150 Noise Compatibility Program Overview

- **NCP must address three major categories of proposed actions**
 1. Noise abatement measures
 - Shrink noise contours or move them away from noncompatible uses
 - Aircraft operational, airport layout, flight track and runway use, etc.
 2. Land use (noise mitigation) measures
 - To address existing noncompatible uses
 - To prevent introduction of new noncompatible uses
 3. Programmatic measures
 - NCP implementation
 - Noise abatement procedures compliance program
 - NEM and NCP review and update processes
- **FAA “accepts” NCP as compliant with Part 150 standards**
- **FAA reviews and approves (or disapproves) each recommended measure individually**
 - ⇒ Record of Approval (ROA)



Part 150 Process – Roles & Responsibilities

- **The Airport**
 - ⇒ Directs study - it is PBCDOA's project
 - ⇒ Submits NEM and NCP documentation to FAA
- **FAA**
 - ⇒ Provides input to, reviews and assists with analysis of noise abatement flight procedures
 - ⇒ "Accepts" documentation and "approves" NCP measures
 - ⇒ Responsible for implementation of noise abatement flight procedures
 - ⇒ Assists in funding eligible measures in all three categories
 - (1) noise abatement measures, (2) compatible land use measures and (3) Program Implementation
- **Local governments**
 - ⇒ Provide input to recommended land use measures
 - ⇒ Implement and enforce land use measures to maintain and improve noise compatibility
- **All stakeholders, including aviation interests, residents, and other interested parties**
 - ⇒ Monitor study process, provide input, assist with implementation

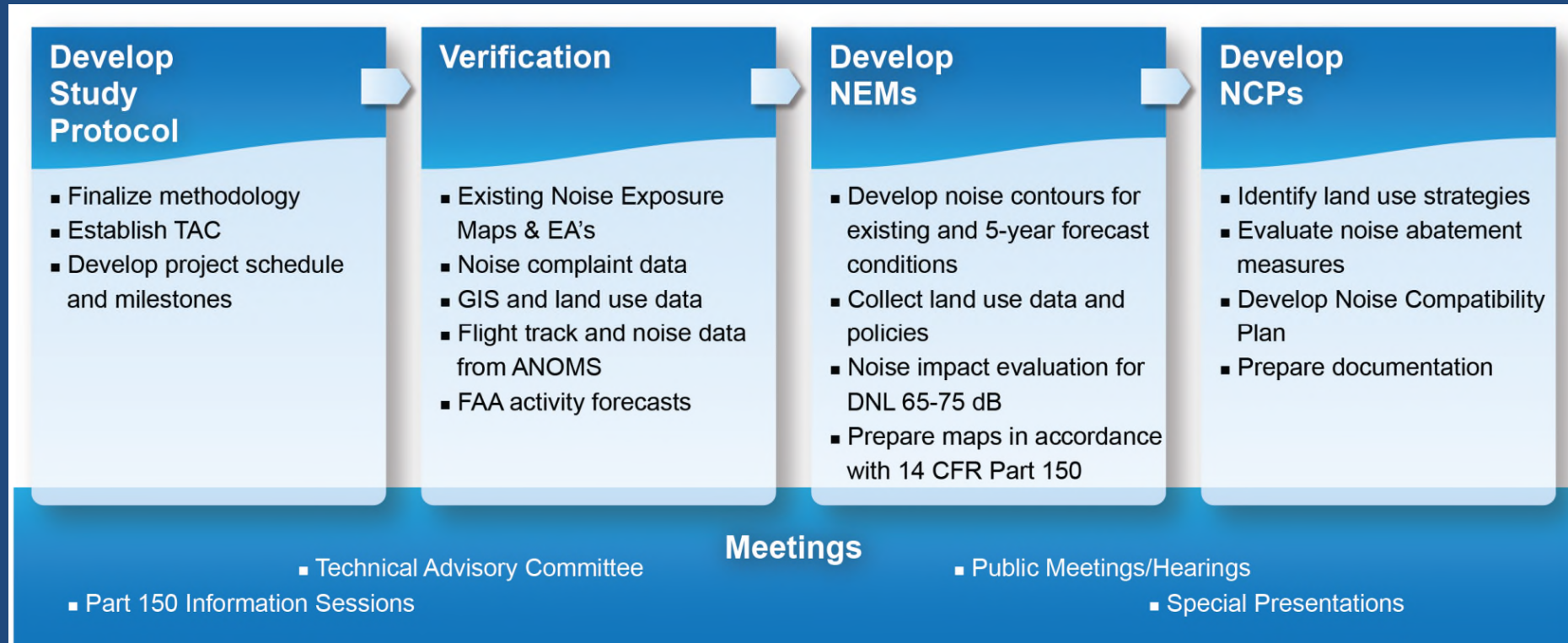


Part 150 Public Outreach

- **FAA requirements**
 - ⇒ Coordinate with jurisdictions responsible for land use (zoning) within the NEM 65 DNL
 - ⇒ Make the NEM available for public review and comment prior to submitting to the FAA
 - ⇒ Provide an opportunity for a public hearing on the NCP prior to submitting to the FAA



Generalized Part 150 Study Process



Proposed Scope of Work



Scope of Work

- ELEMENT 1. Study Management
- ELEMENT 2. Design and Conduct a Public Consultation Program
- ELEMENT 3. Develop Operational, Noise, and Land Use Database
 - ⇒ Noise Exposure Maps developed
- ELEMENT 4, 5, 6 & 7 Develop NCP Measures
 - ⇒ Noise Compatibility Program developed
- ELEMENT 8. Prepare and Present the NEM and NCP Submittal



Study Management

- Project team meetings
- Project Kickoff meeting
- Study Protocol



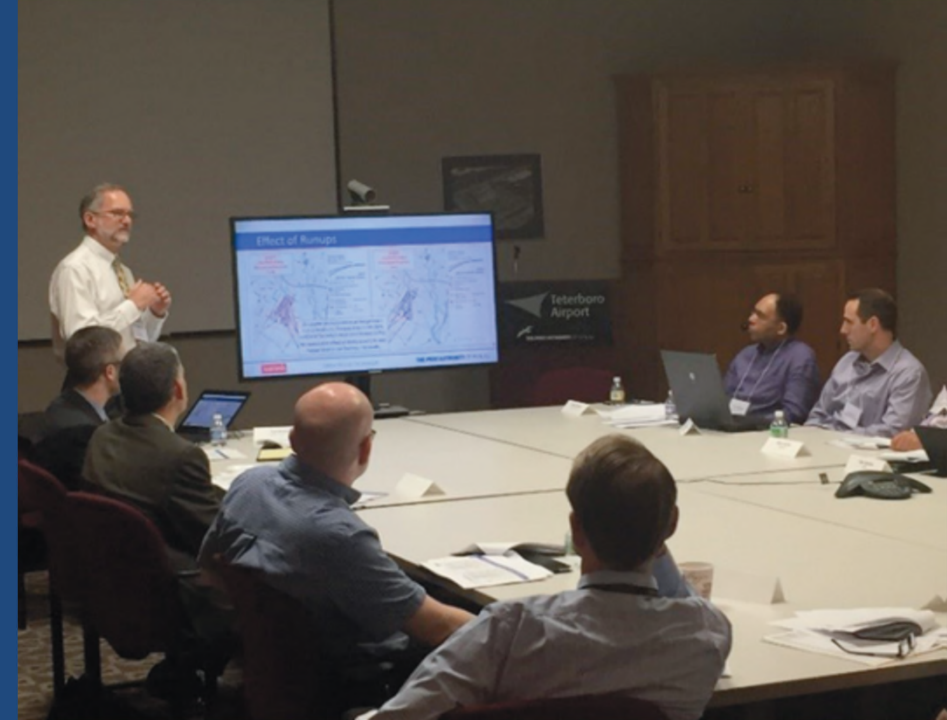
Public Outreach

- Two Advisory Committees
- Project website
- Project newsletters
- Public workshops/hearing
 - ⇒ Informational workshop
 - ⇒ Public comment period workshop and hearing
- Local meetings (if needed) – such as Jurisdiction or airport operators



Advisory Committees

- **Two advisory committees**
 - ⇒ Community Advisory Committee – CAC
 - ⇒ Technical Advisory Committee – TAC
- **Six quarterly meetings**
 - ⇒ Evening CAC meeting
 - ⇒ Afternoon TAC meeting
- **Recommended meeting topics**
 - ⇒ Introduction to Part 150
 - ⇒ Noise modeling input review
 - ⇒ Presentation of the draft NEM / Intro to NCP
 - ⇒ Brainstorm NCP measures
 - ⇒ Presentation of the recommended NCP measures
 - ⇒ Presentation of the draft NCP



Website



MENU

Part 150 Study Update

Welcome

The "Part 150" Airport Noise Study Update for the Piedmont Triad International Airport (PTI) is underway. We strongly encourage all interested parties to participate. As the study progresses, you will find updates here, so check back often.

The Piedmont Triad Airport Authority (PTAA) is committed to being a good neighbor and a responsible operator of the Piedmont Triad International Airport (PTI). The most comprehensive way an airport addresses noise is through the Airport Noise Compatibility Planning program under Title 14 of the Code of Federal Regulations Part 150 ("Part 150"). A Part 150 Study is a voluntary, federally funded and supervised program that helps airports find ways to reduce noncompatible land uses by analyzing current and future airport use. Committees of citizens, airport users and other stakeholders are formed to advise a noise consultant team as they analyze aircraft traffic patterns and review current noise mitigation measures in accordance with Federal Aviation Administration (FAA) guidance.

Before the airport's newest runway opened in 2010, the Airport Authority undertook its first Part 150 Study. During development of the airport's original Part 150 Study, the PTAA partnered with residents, airport users, local government agencies, elected officials and the FAA to develop its Noise Compatibility Program. The airport's current Noise Compatibility Program was approved by the FAA in November 2008 in a Record of Approval (ROA). Since that time, the airport has implemented the measures outlined in that program, including a Sound Insulation Program for neighborhoods within the airport's 65 DNL noise contour.

Over the past 10 years, aircraft operations, aircraft types and land uses surrounding the airport have changed. That's why the PTAA is updating its current Part 150 program - to ensure that current measures are effective and to determine whether new measures are warranted. The Airport Authority has contracted with noise consultants from Harris Miller Miller & Hanson Inc. (HMMH) of Burlington, Massachusetts, to work with airport staff and members of the community to fine tune PTI's noise program.

This website is designed to provide information about the Part 150 Update and to keep the community apprised of the program's progress. Below is a brief guide to the website. Please take a moment to explore the website sections and feel free to email the PTI Part 150 team with questions and comments.

Basics: This page describes the overall Part 150 study process.

Documents: You will find background documentation, including maps and the 2008 report linked on this page.

Public Outreach: This section presents an overview of the public outreach program, upcoming meetings, and summaries of completed meetings.

FAQs: Please look here to find answers to frequently asked questions about the Part 150 Update Study.

Contact: Please use this link to submit input, request information, and sign up for email updates.



PTI Part 150 Newsroom

[Airport to begin Part 150 Noise Study Update May 15, 2019](#)



MENU

Part 150 Study Update

Public Outreach

The Piedmont Triad Airport Authority encourages the public to participate in the Part 150 Update study. The study provides a range of opportunities outlined below for interested parties to learn about the study and to comment. Please use the [Contact](#) page to sign up to receive emailed notices of those opportunities and to be added to the newsletter distribution list.



Citizens Advisory Committee

The public will have an opportunity to participate in the study. These workshops will be held at the airport, which will be made available to the public. Members of the public may attend and provide input on the development of noise mitigation measures. The program is to be updated or a workshop to record spoken comments.

Public Workshops

Members of the public may attend the study. These workshops will be held at the airport, which will be made available to the public. Members of the public may attend and provide input on the development of noise mitigation measures. The program is to be updated or a workshop to record spoken comments.

Website and Newsletters

Study consultants will publish information at the beginning of the study. Members of the public may attend and provide input on the development of noise mitigation measures. The program is to be updated or a workshop to record spoken comments.

Make Comment or Ask a Question

Members of the public may attend the study. These workshops will be held at the airport, which will be made available to the public. Members of the public may attend and provide input on the development of noise mitigation measures. The program is to be updated or a workshop to record spoken comments.

Part 150 Study Update

Frequently Asked Questions

The Piedmont Triad Airport Authority answers basic questions about the Part 150 Study Update below. We will add questions and answers to this list as the study progresses.



What is a 14 CFR Part 150 Study Update?

A Part 150 Study is a voluntary, federally funded and supervised program that helps airports find ways to reduce noncompatible land uses by analyzing current and future airport use. The FAA accepted the original Part 150 for PTI and approved in part all PTAA recommended Noise Compatibility Program measures in 2008. The current study will include a review of where aircraft noise occurs near PTI, where it is expected to occur in the future, measures currently in place to minimize the impacts of noise around the airport and what adjustments, if any, are needed to those measures.

Who conducts the study?

The Piedmont Triad Airport Authority sponsors the study and is ultimately responsible for its findings. The Authority has hired a noise consultant, HMMH of Burlington, Massachusetts, to conduct the study with the help of two advisory committees, a Citizens Advisory Committee and a Technical Advisory Committee.

- Airport area residents appointed by local governments will sit on the Citizens Advisory Committee.
- Representatives of airport users, such as airlines, cargo carriers, HondaJet, HAECO, FedEx, Cessna and others with expertise in airport operations such as FAA Tower Personnel will sit on the Technical Advisory Committee.
- Planners from jurisdictions around the airport will also sit on the Technical Advisory Committee to advise on land use.

Is the process public?

Yes. Committee meetings, which are to be held quarterly, will be posted and open to the public. Two informational public workshops will be held, which will include an opportunity for the public to leave written comments. The public may also comment on the process or ask questions through this website. A newsletter about the study will be mailed to airport area residents. In addition, if the Noise Compatibility Program is updated or amended, there will be a court reporter at the final public workshop to provide the opportunity for attendees to make comment orally.




Advisory Committees

- **Technical Advisory Committee (TAC)**
- **Membership includes:**
 - ⇒ FAA (ADO and Tower)
 - ⇒ Local jurisdictions (responsible for land use/zoning control)
 - ⇒ Airport users
 - ⇒ Community representatives (community groups/roundtables)
- **Responsibilities include:**
 - ⇒ Review study inputs, assumptions, analyses, documentation, etc.
 - ⇒ Provide Input, advice, and guidance related to NEM and NCP development
- **Community Advisory Committee (CAC)**
- **Membership includes:**
 - ⇒ Citizen Representatives from local community
 - ⇒ Airport Staff
- **Responsibilities include:**
 - ⇒ Review study inputs, assumptions, analyses, documentation, etc.
 - ⇒ Provide input, advice, and guidance related to NEM and NCP development



Project Newsletters

- Three newsletters:
 - ⇒ Project initiation and goals
 - ⇒ Draft noise exposure contours and announcement of the public comment period
 - ⇒ Draft NCP measures, announcement of the public comment period and public hearing for the NCP



Teterboro Airport
Title 14 of the Code of Federal Regulations (14 CFR Part 150)
Airport Noise Compatibility and Planning Study

Winter 2017
 Newsletter #4

STUDY UPDATE

The Port Authority of New York and New Jersey (PANYNJ), in cooperation with a Study Team and Technical Advisory Committee (TAC), has spent much of the last year and a half collecting and analyzing the data needed to develop a Noise Exposure Map (NEM) for Teterboro Airport (TEB). The Draft NEM was officially made available for public review and comment for 30 days starting on September 15, 2016 through October 17, 2016. All comments received during this time will be reviewed and responded to in the NEM Report. PANYNJ expects to submit the Final NEM to the Federal Aviation Administration (FAA) early next year for acceptance that it was prepared in accordance with 14 CFR Part 150 requirements.

The TEB Part 150 Study is transitioning to the development of the Noise Compatibility Program (NCP). The goal of the NCP is to reduce noise levels so that they are compatible with surrounding land uses, particularly those areas exposed to Day-Night Average Sound Levels (DNL) 65 and greater from TEB aircraft operations. The first priority will be to determine possible noise abatement strategies that have the potential to reduce noise exposure in noise-sensitive areas. Provided below are the strategies that the Part 150 regulation requires to be evaluated during the NCP phase of the project.

NOISE ABATEMENT STRATEGIES	LAND USE STRATEGIES	PROGRAMMATIC STRATEGIES
<ul style="list-style-type: none"> Noise abatement flight tracks Preferential runway use Arrival/departure procedures Airport layout modifications Noise barriers Runup enclosures Use restrictions 	<ul style="list-style-type: none"> Mitigation land use acquisition Sound insulation Aviation easements Prevention land use controls Zoning Building codes Comprehensive plans Real estate disclosures 	<ul style="list-style-type: none"> Implementation tools (rules, regulations, ordinances, etc.) Promotion, education, signage, etc. Monitoring Reporting NEM updating NCP revision

The PANYNJ expects to submit the NCP to the FAA for review and approval in 2018. TAC and public involvement will continue to be an important part of this study. Please visit the project website at http://panynjpart150.com/TEB_homepage.asp for the most recent project information.

STAY CONNECTED

For more information or to submit comments and feedback, the PANYNJ has several ways you can participate and stay informed:

- The project website (http://panynjpart150.com/TEB_homepage.asp) is updated regularly with project documents, meeting announcements, and other general information about the study. Register here to join the mailing list and receive project updates.
- To make comments, give feedback, or ask questions, please call us at (212) 435-3777 or email us at NIPart150@panynj.gov.
- To file an aircraft noise complaint, please call the noise complaint hotline at 1-800-225-1071.

THE PORT AUTHORITY OF NY & NJ
http://panynjpart150.com/TEB_homepage.asp • 212-435-3777 • NIPart150@panynj.gov

At the workshop, attendees could light Tracking and Noise (WebTrak). Members of PANYNJ staff were present to answer questions and listen to the public. The public workshop and the public comment period are available on the <http://panynjpart150.com>.



Tim Boldwin (PANYNJ Study Team) provides an overview of the TEB Part 150 Study to members of the public.

Public feedback in the form of comments received by the Study Team will be considered by the Study Team and will be incorporated into the NEM for acceptance. Comments on the Part 150 project email address submitted for the



Tim Midleton of the PANYNJ speaks with members of the public at the workshop.



Members of the public view their homes in relation to TEB flight tracks and noise contours.



Public Workshops

- Two public workshops:
 - ⇒ Present the NEM
 - ⇒ Present the NCP
- Format typically involves only open house (no presentation):
 - ⇒ Stations with knowledgeable staff to explain content
 - ⇒ Boards at each station to present the information important to each workshop
 - ⇒ Comment station and/or court reporter for oral comments



ELEMENT 3. Develop Operational, Noise, and Land Use Database

- Forecast
 - ⇒ Review Forecast
 - ⇒ Update Forecast if needed
- Noise monitoring
- Land Use
 - ⇒ GIS data collection and onsite verification
- Noise Model data collection



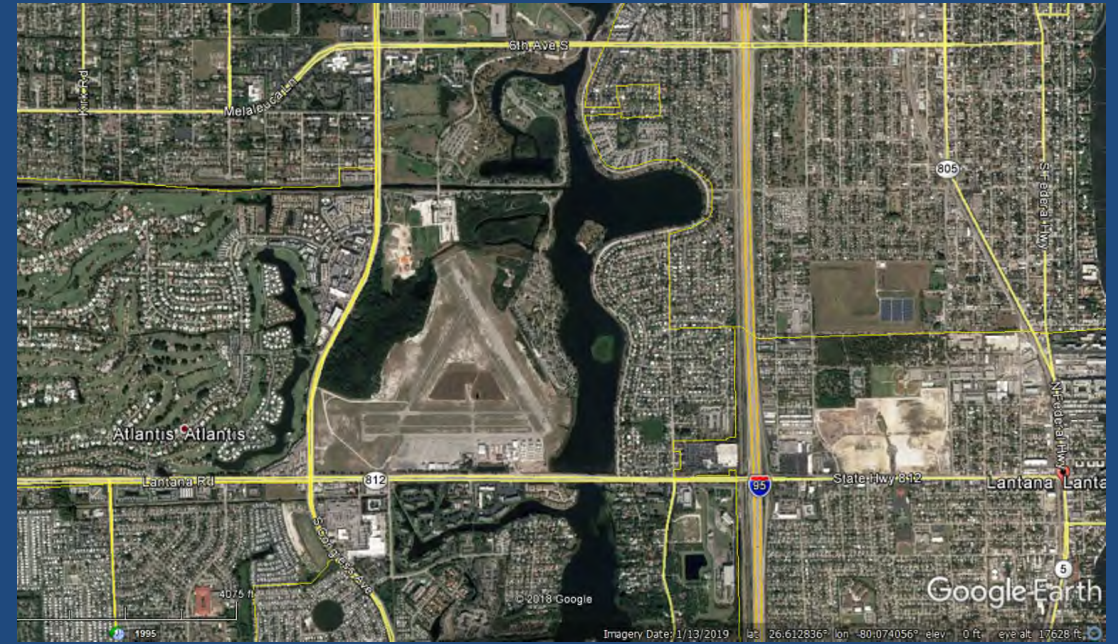
Jet Ban Status

The issue of jet activity at the airport remains unresolved

- ⇒ Ban originally adopted back in 1973
 - Formal complaint submitted to FAA
 - Two determinations from FAA in violation of grant assurances
 - Appealing the Order to the FAA administrator
- ⇒ Jet ban remains in effect until the FAA issues formal order
- ⇒ How will the forecast change if/when jet ban is lifted
 - Type of jet operations
 - Frequency

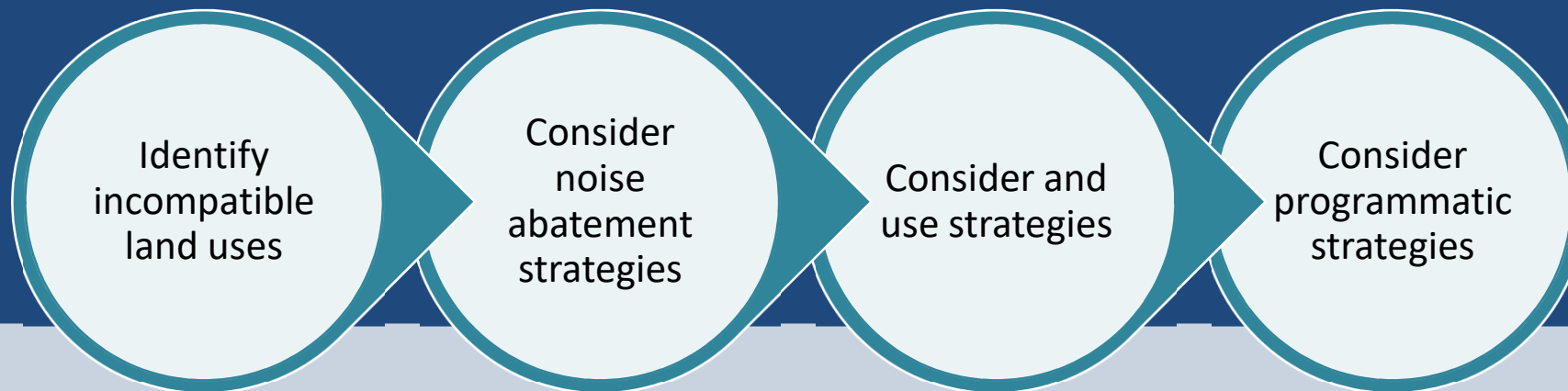


Noise Measurement Program



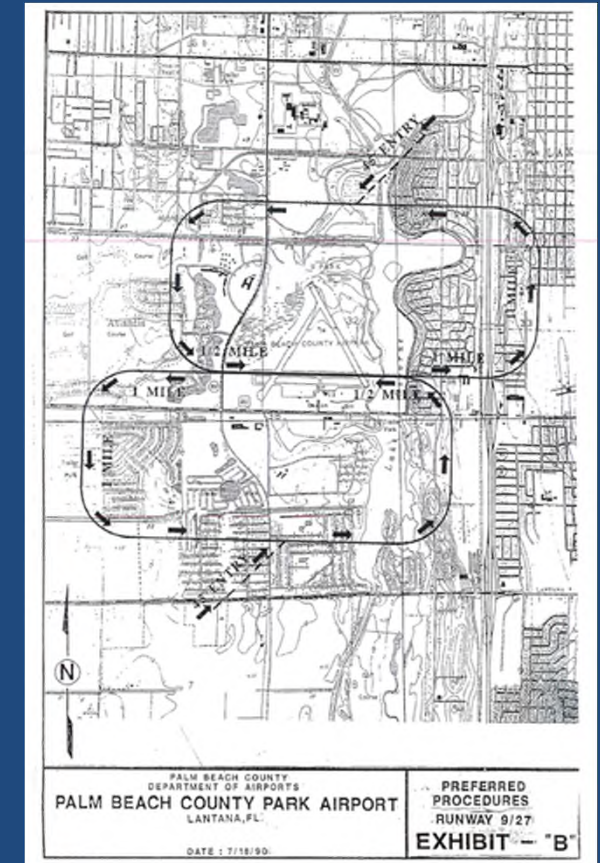
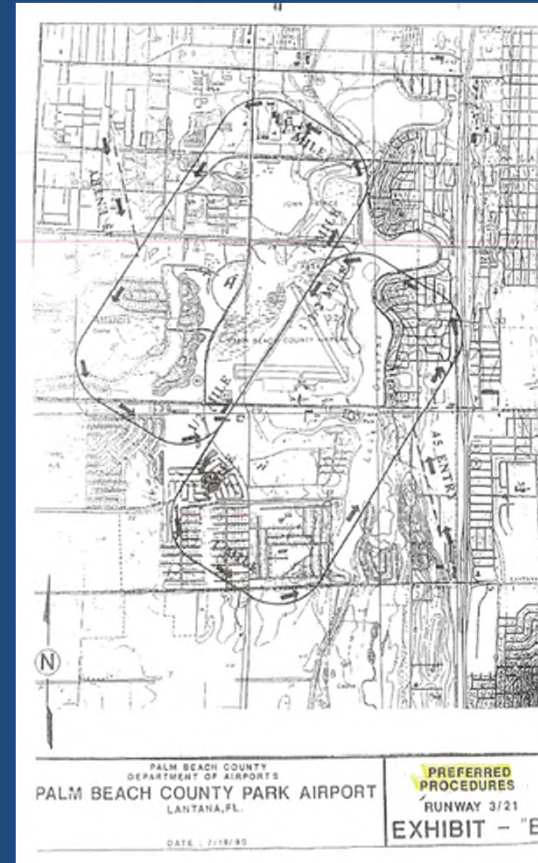
Develop NCP Measures

- ELEMENT 4. Identify, Analyze, and Evaluate Noise Abatement Alternatives
- ELEMENT 5. Identify, Analyze, and Evaluate Compatible Land Use Strategies
- ELEMENT 6. Identify, Analyze, and Evaluate Program Management Strategies
- ELEMENT 7. Select Preferred Noise Compatibility Program Measures



Existing LNA Voluntary Noise Abatement Guidelines

- Existing fixed wing and helicopter guidelines
- These will be thoroughly reviewed and incorporated into the NCP if necessary
- Preferred routes for each runway



Develop NEM and NCP Documentation

- ELEMENT 8. Prepare and Present NEM and NCP Submittals
 - ⇒ Develop Draft NEM and NCP
 - ⇒ Develop Final NEM and NCP



Proposed Schedule

Meeting / Activity	Anticipated Purpose	Anticipated Time Frame
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.	3 rd Quarter 2019
1 st Advisory Committee Meeting	Introduction to Part 150, discuss team roles, identify issues of concern, and to discuss areas for noise monitoring	4 th Quarter 2019
2 nd Advisory Committee Meeting	Noise modeling inputs, draft contours; and introduction to noise compatibility	1 st Quarter 2020
3 rd Advisory Committee Meeting	Presentation of the existing and five-year condition Noise Exposure Maps (NEMs) and brainstorming of NCP measures (followed by the NEM workshop)	2 nd Quarter 2020
NEM Public Comment Period and Public Workshop	NEM thirty-day public comment period and Public Workshop	2 nd Quarter 2020
4 th Advisory Committee Meeting	Review of public comments obtained with the NEM and preliminary analyses of NCP measures	3 rd Quarter 2020
NEM Document submission to FAA	PBCDOA submits the Final NEM document to FAA for acceptance.	4 th Quarter 2020
5 th Advisory Committee Meeting	Final review of NCP measures	4 th Quarter 2020
BCC Presentation	Presentation of study conclusions and recommendations.	1 st Quarter 2021
6 th Advisory Committee Meeting	Presentation of the NCP (followed by the NCP public workshop and hearing)	1 st Quarter 2021
NCP Public Comment Period, Workshop and Hearing	NCP thirty-day public comment period. Public Workshop and Hearing	1 st Quarter 2021
Submit Final NCP to FAA	PBCDOA submits final revised NCP for approval by FAA. Respond to FAA questions as needed.	3 rd Quarter 2021



Questions

