Technical Advisory Committee
Meeting No. 1
14 CFR Part 150 Airport Noise and Land Use Compatibility Study
Lantana Airport (LNA)

DATE: Tuesday, February 4, 2020
TIME: 2:00 PM - 4:00 PM
LOCATION: Lantana Road Branch Library
4020 Lantana Rd, Lake Worth FL 33462

Meeting Summary

Agenda:

1. Introduction/Opening Remarks
2. Palm Beach County Park Airport (Lantana Airport) Overview
3. "Noise 101" Overview
4. Part 150 Overview
    a. Noise Exposure Map
    b. Noise Compatibility Program
    c. Noise Modeling Inputs
5. Technical Advisory Committee (TAC)
    a. Makeup, Roles, and Responsibilities
    b. Role of the TAC Meeting Facilitator
    c. TAC Charter and Participation Agreement
6. Anticipated Schedule and Topics of Meetings
7. Contacts and Website
8. Public Comment
9. Wrap-up and Questions

TAC Member Attendees:

Greg Voos, NBAA
Alex Gertsen, NBAA (*alternate)*
Harold Gilmore, AAAB
Deborah Manzo, Town of Lantana
Nicole Dritz, Town of Lantana
Andrew Meyer, City of Lake Worth Beach
Aaron Kline, Stellar Aviation
David Johnson, Palm Beach Aircraft
Iramis Cabrera, Village of Palm Springs
David Tindall, Palm Beach Flight Training
Dan Crowe, Palm Beach Helicopters/ Aircoastal Helicopters
Peter Green, FAA Orlando Airports District Office (Advisor to TAC)
Matthew Deak, FAA/Palm Beach Air Traffic Organization (Advisor to TAC)

Study Team Attendees:

Laura Beebe, Palm Beach County Department of Airports (PBCDOA)
Gary Sypek, PBCDOA
Jerry Allen, PBCDOA
Casandra Davis, PBCDOA
Javier Gamboa, PBCDOA
Mary Ellen Eagan, HMMH
Bob Mentzer, HMMH
Katherine Preston, HMMH

Meeting Summary:
A public Technical Advisory Committee Meeting (TAC) took place on Tuesday, February 4 from 2 p.m. to 4 p.m. at the Lantana Road Branch Library. Attendees were asked to sign in. The meeting included TAC committee members, representatives from the Palm Beach County Department of Airports, representatives from the Federal Aviation Administration (FAA), and several members of the public from surrounding local communities.

Mary Ellen Eagan, HMMH introduced the project team, project and process. Laura Beebe, Palm Beach County Director of Airports, introduced the study and the process. Introductions took place around the room. Robert Mentzer, HMMH started the presentation by providing history on the Palm Beach County Park (Lantana) airport and an overview of the existing airport facilities. Mr. Mentzer defined noise and FAA Part 150 regulatory requirements. He presented the project process, major components of the study and project approach including noise modeling, data collection, developing a noise exposure map, noise capability program and measuring noise. Katherine Preston, HMMH

talked about the importance of the two committees and roles and responsibilities of those involved. She talked about the project website, community outreach and public engagement. She also presented a proposed project schedule. The presentation can be found on the project website at https://www.lnapart150.com/lnapart150.

Several questions and comments were raised and answered during the meeting. The main discussion topics from the meeting are outlined below:

- Temporary Flight Restrictions (TFR) and how they are considered in the study
- Noise Monitoring:
    - Noise monitoring will take place twice during the study period (during the high/low seasons)
    - Discussion regarding noise monitoring data fidelity resulted in a decision to change the monitoring dates and not advertise the new dates
    - Monitoring period will include weekends
    - Monitoring the noise from planes that land at the airport vs those flying over the airport
    - Monitoring planes verses helicopters, noise profiles are different
- Whether and how a potential removal of the jet ban in the future will impact the modeling and study
- Safety as a public concern and whether it will be considered in the Part 150 Study
    - The TAC will have the opportunity to comment on the technical feasibility and safety of any operational measures proposed for inclusion in the noise compatibility program, but safety is not a subject of the this study

Information regarding the evening Citizen Advisory Committee Meeting was announced. The meeting was adjourned.

Community Advisory Committee
Meeting No. 1
14 CFR Part 150 Airport Noise and Land Use Compatibility Study
Lantana Airport (LNA)

DATE: Tuesday, February 4, 2020
TIME: 6:00 PM - 8:00 PM
LOCATION: Lantana Road Branch Library
4020 Lantana Rd, Lake Worth FL 33462

MEETING SUMMARY

Agenda:

1. Introduction/Opening Remarks
2. Palm Beach County Park Airport (Lantana Airport) Overview
3. "Noise 101" Overview
4. Part 150 Overview
    a. Noise Exposure Map
    b. Noise Compatibility Program
    c. Noise Modeling Inputs
5. Community Advisory Committee (CAC)
    a. Makeup, Roles, and Responsibilities
    b. Role of the CAC Meeting Facilitator
    c. CAC Charter and Participation Agreement
6. Anticipated Schedule and Topics of Meetings
7. Contacts and Website
8. Public Comment
9. Wrap-up and Questions

CAC Member Attendees:

Catherine Skervin, Town of Lantana
Allan Kaulbach, City of Atlantis
Bob Priolo, Palm Beach State College
Carlos Serrano, Lake Osborne Estates
Jess Savidge, City of Lake Worth Beach (*alternate)*
Linda Allen, Town of Hypoluxo

Study Team Attendees:

Laura Beebe, Palm Beach County Department of Airports (PBCDOA)
Gary Sypek, PBCDOA
Jerry Allen, PBCDOA
Casandra Davis, PBCDOA
Javier Gamboa, PBCDOA
Mary Ellen Eagan, HMMH
Bob Mentzer, HMMH
Katherine Preston, HMMH

Meeting Summary:
A public Community Advisory Committee Meeting (CAC) took place on Tuesday, February 4 from 6 p.m. to 8 p.m. at the Lantana Road Branch Library. Attendees were asked to sign in. The meeting included CAC committee members, representatives from the Palm Beach County Department of Airports, the Federal Aviation Administration (FAA) and several members of the public from surrounding local communities.

Laura Beebe, Palm Beach County Director of Airports, provided opening remarks to the meeting, introduced the study and process as well as thanked participants. Mary Ellen Eagan (HMMH) introduced the project team, project and process. The members of the CAC introduced themselves. Robert Mentzer, (HMMH Project Manager) started the presentation by providing history of the Palm Beach County Park (Lantana) Airport and an overview of the existing airport facilities. Mr. Mentzer defined noise and FAA Part 150 Study regulatory requirements. He presented the project process, major components of the study and project approach including noise modeling, data collection, developing a noise exposure map, noise capability program and measuring noise. Katherine Preston, HMMH talked about the importance of the two committees and roles and responsibilities of those involved. She talked about the project website, community outreach and public engagement. She also presented a proposed project schedule. The presentation can be found on the project website at https://www.lnapart150.com/lnapart150.

Several questions and comments were raised and answered during the meeting. The main discussion topics raised during the meeting are listed below:

- The need for the study to capture repetitive / pattern operations from aircraft

- The need for a real-time database that captures operations, aircraft, altitude of flights, and complaints that is accepted by all parties
- The importance of noise complaints submitted from residents in the last three to five years to provide context to the study
- Public concern with aircraft operators failing to comply with voluntary guidelines
- How the Temporary Flight Restrictions (TFRs) will be factored into the modeling
- Ensuring adequate community representation on the CAC, and public outreach and community engagement opportunities
- Noise monitoring processes, dates, length of data collection, including the need for flexibility to capture daytime hours, weekdays and the weekend
- Public concern regarding the safety of operations
- Whether and how a potential removal of the jet ban in the future will impact the modeling and the Part 150 Study
- Concern over whether results of the Study will impact future activity at the airport, if the airport has plans to expand

The Meeting was adjourned at approximately 8:15 PM.

Lantana Airport Part 150 Study

Palm Beach County Department of Airports

Advisory Committee Meeting #1

February 4, 2020

Agenda

- Introduction/Opening Remarks
- Palm Beach County Park Airport (Lantana/LNA) Overview
- "Noise 101" Overview
- Part 150 Overview
  - ⇨ Noise Exposure Map
  - ⇨ Noise Compatibility Program
  - ⇨ Noise Modeling Inputs
- Technical and Community Advisory Committees (TAC & CAC)
  - ⇨ Makeup, Roles, and Responsibilities
  - ⇨ Role of the TAC/CAC Meeting Facilitator
  - ⇨ TAC/CAC Charter, Participation Agreement
- Anticipated Schedule and Topics of Meetings
- LNA Contacts and Websites
- Wrap-up and Questions

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Introductions / Opening Remarks

- **PBCDOA opening remarks**
- **Introductions**
  - ⇨ PBCDOA Staff
  - ⇨ HMMH Study Team
  - ⇨ TAC / CAC members

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Composition of HMMH Study Team

- **HMMH**
  - ⇨ Overall project management, documentation, and outreach
  - ⇨ Aircraft noise analysis and abatement planning
  - ⇨ Noise compatibility analysis and planning
- **Quest**
  - ⇨ Public outreach

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HMMH LNA Part 150 Team Leadership

HMMH

- ⇨ Mary Ellen Eagan - LNA Part 150 Program Manager
- ⇨ Robert Mentzer - LNA Part 150 Project Manager
- ⇨ Katherine Preston – LNA Part 150 Assistant Project Manager

Quest

- ⇨ Beth Zsoka
- ⇨ Nannette Rodriguez

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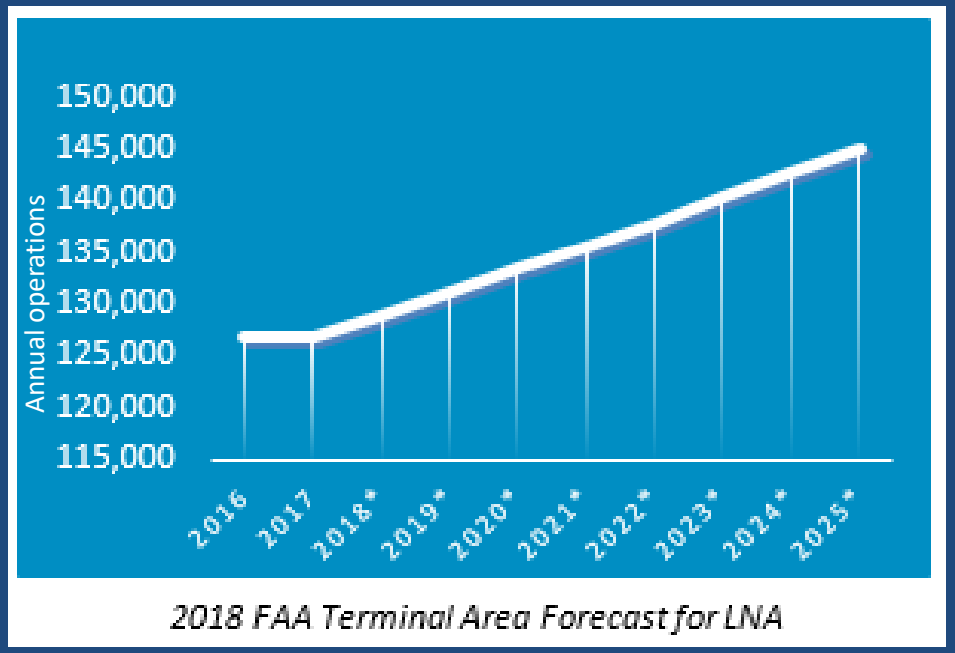
LNA Overview

A Brief History

- ⇨ Land was donated to Palm Beach County
- ⇨ First operation on December 1, 1941
- ⇨ Used for the Civil Air Patrol throughout WWII for off-shore patrols of Axis submarines

Civilian Use

- ⇨ Following WWII, LNA became a civilian airport
- ⇨ In 1973, jet aircraft were banned
- ⇨ Major renovations occurred in the 1990's



2018 FAA Terminal Area Forecast for LNA

Lantana Airport
LNA
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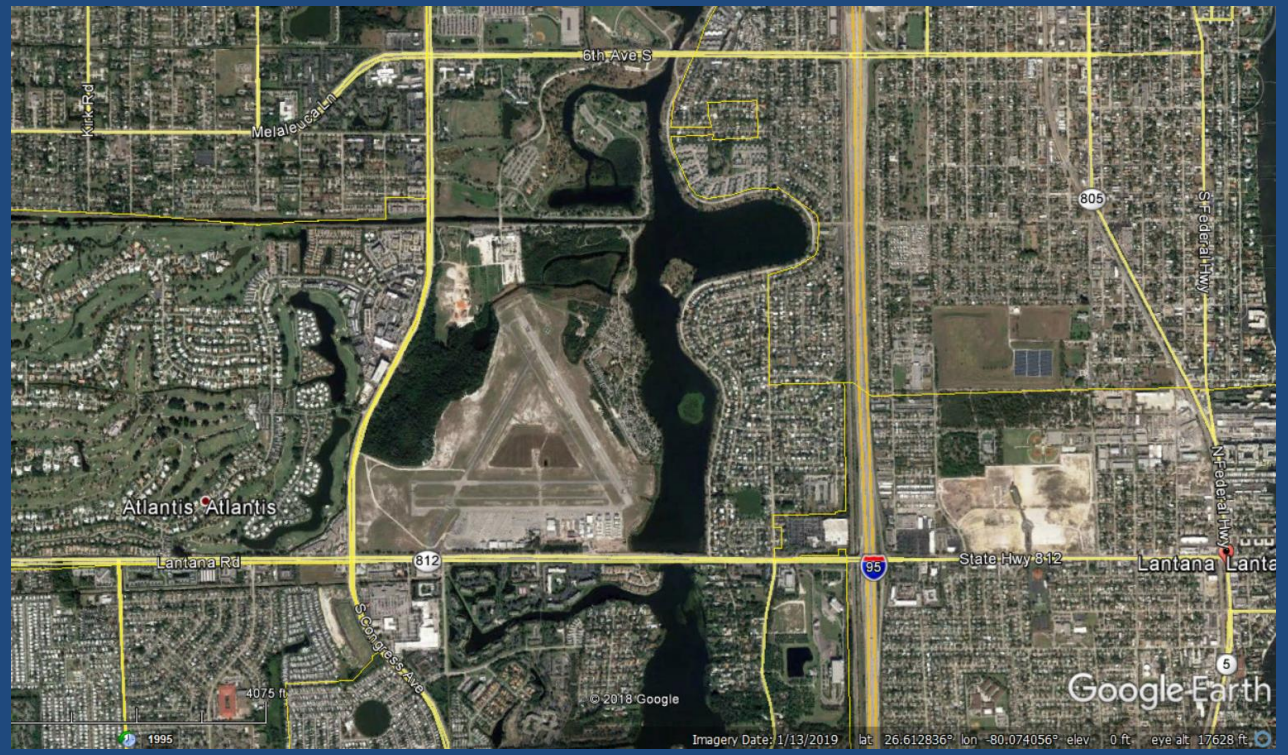
LNA Overview

Existing Airport Facilities:

- ⇨ 304 Acres
- ⇨ 1 FBO – Stellar Aviation
- ⇨ 3 Runways
- ⇨ 50+ Hangars
- ⇨ 3 Flight Training Schools
- ⇨ Aircraft Maintenance and Propeller Shop



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Basic Noise Terminology

Sound vs. noise

The decibel scale (dB)

The A-weighted decibel (dBA)

Single event noise metrics - Lmax and SEL

Cumulative exposure metric - DNL

Refresher on Part 150 requirements

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What is “Noise”?

Sound is pressure variation our ears can detect

⇨ An objective quantity

Noise is “unwanted sound”

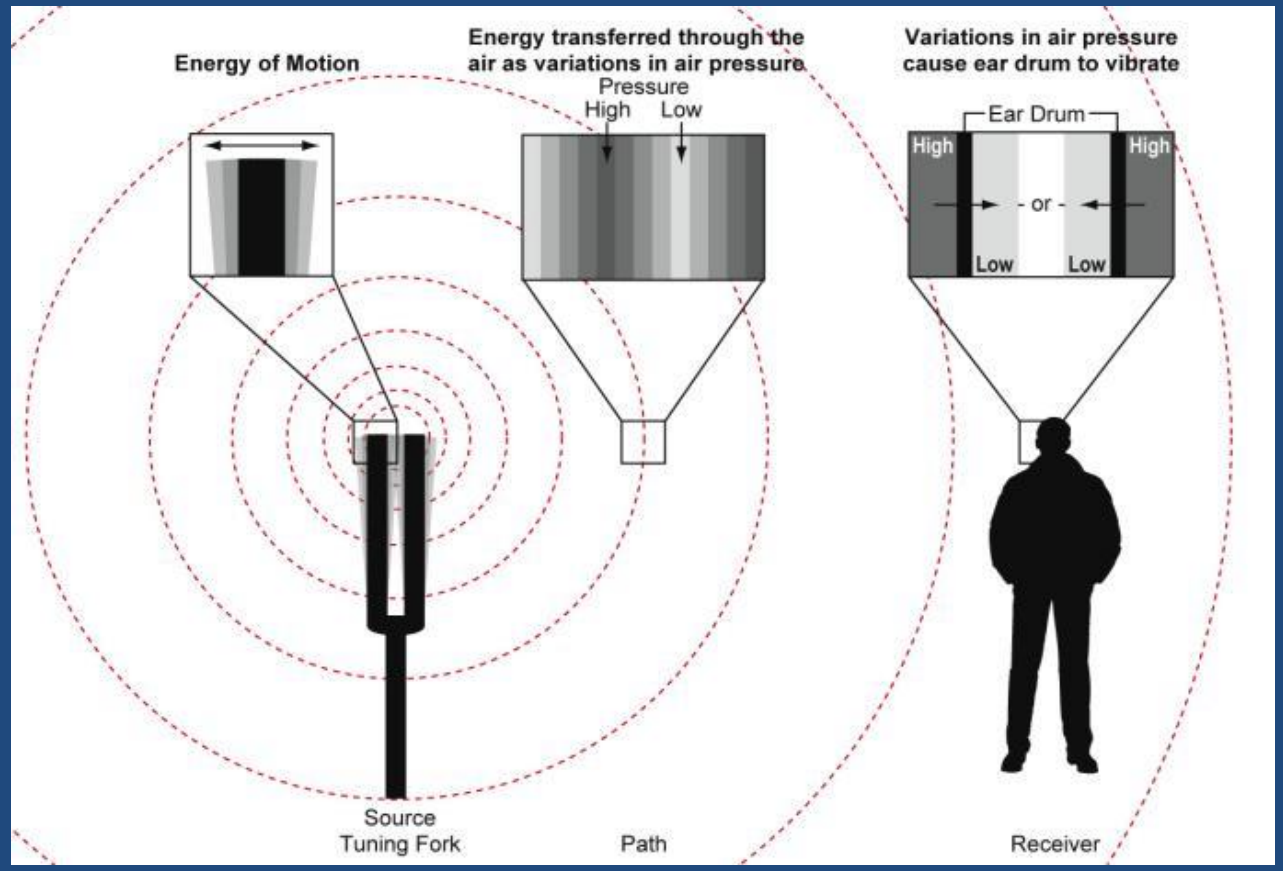
⇨ A subjective quantity

We relate sound and noise by considering effects

⇨ Annoyance

⇨ Speech interference

⇨ Sleep disruption



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The Decibel Scale

We use a *logarithmic* scale – *decibels, or dB* – to express sound levels and noise levels – *Why?*

We can hear sound pressures over a HUGE range

- ⇨ 0.000000003 to 0.003 pounds per square inch (psi) – the threshold of hearing to the threshold of pain
- ⇨ Decibels compress this range to match the way we interpret sound pressures
- ⇨ 0 to 140 dB

We "hear" in decibels.

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Real-Time Decibel Change "Rules of Thumb"

- In a laboratory test, a 1 dB change is generally detectible
- In a normal environment, a 3 dB change is generally the threshold of detectability for a careful listener
  - ⇨ Why? Distinct A:B comparisons are rare
- A 6 dB change is clear in most day-to-day situations
- In general, a 10 dB change seems twice as loud
- Different rules of thumb apply to cumulative exposure
  - ⇨ More on that in a few slides

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Other factors to consider…

Sound *quality* matters

⇨ Sources with the same overall dB level may "sound" different

Time of day matters

⇨ The same source may "sound" different at night vs. daytime

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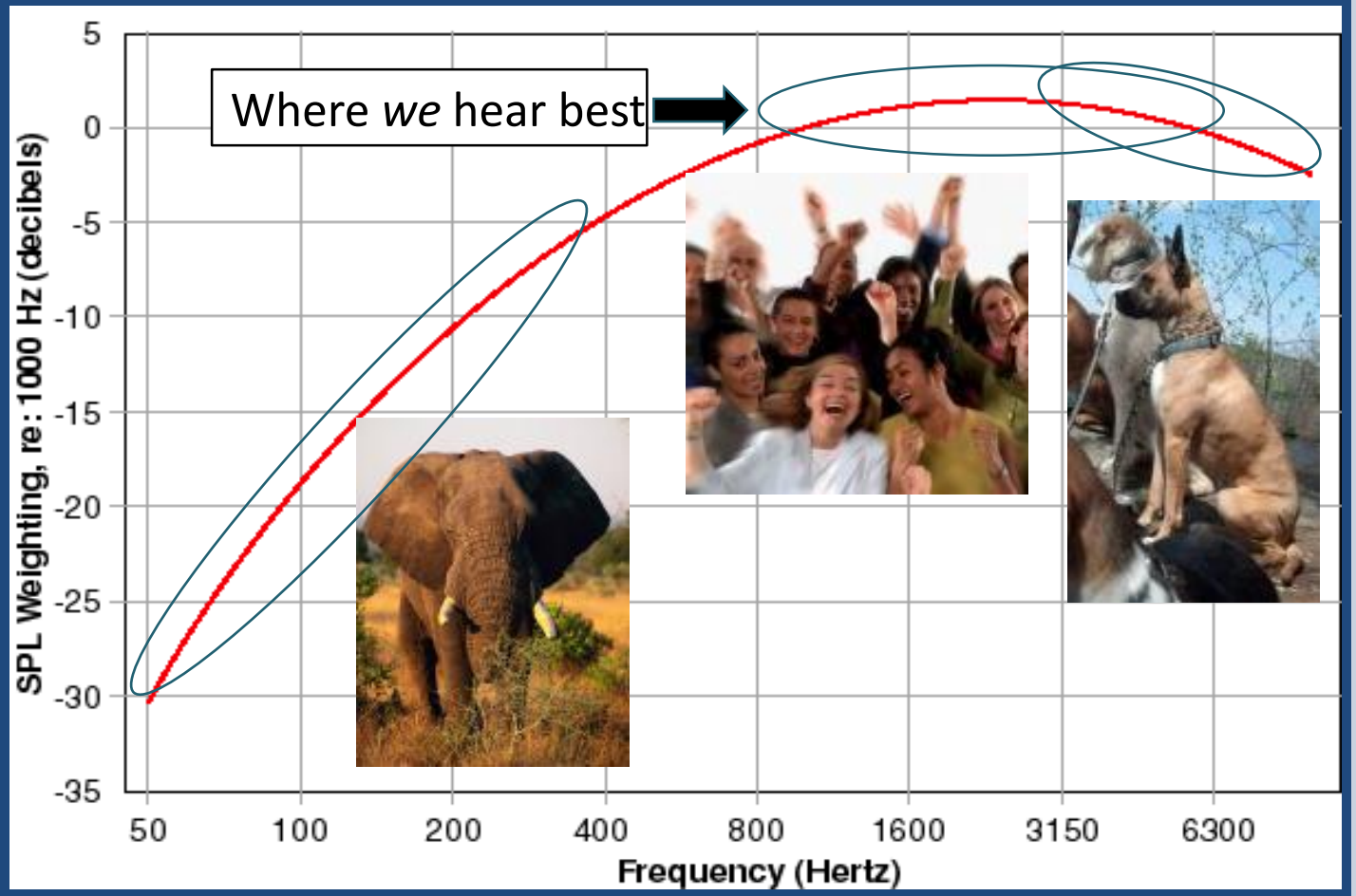
FAA requires use of the A-Weighted Sound Level

- Our ear is not equally sensitive to all frequencies
- A-weighted decibels (dBA) measure sound the way we "hear" it
- Part 150 specifies dBA metrics to describe
  - ⇨Single events
  - ⇨Cumulative exposure
- Consistent with worldwide practice



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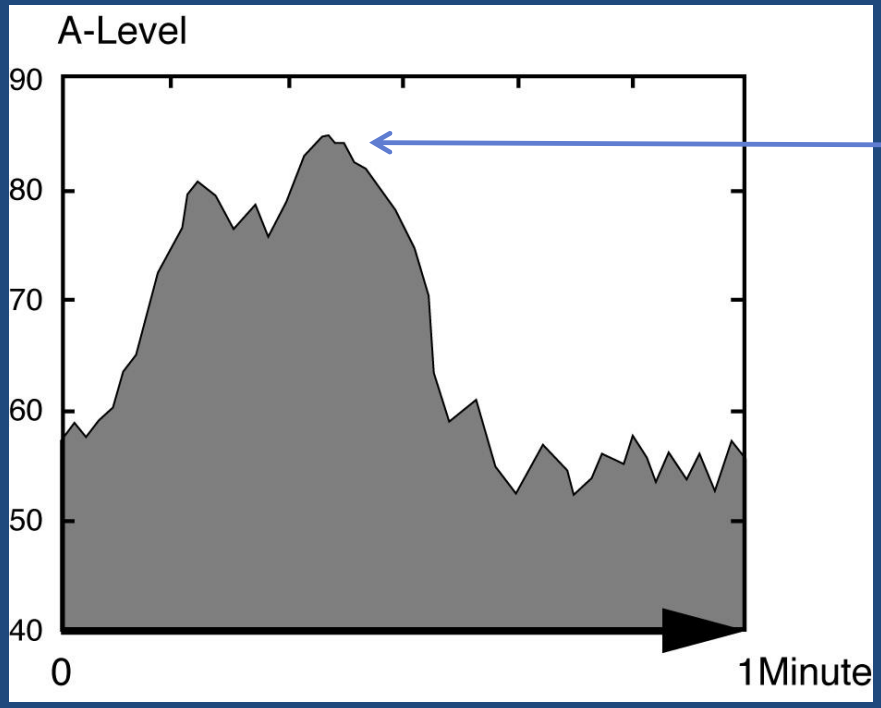
Single Event Noise Metrics: Maximum Sound Level (Lmax)

The simplest way to describe a discrete noise "event" is its maximum sound level, Lmax



Maximum is approximately 85 dBA

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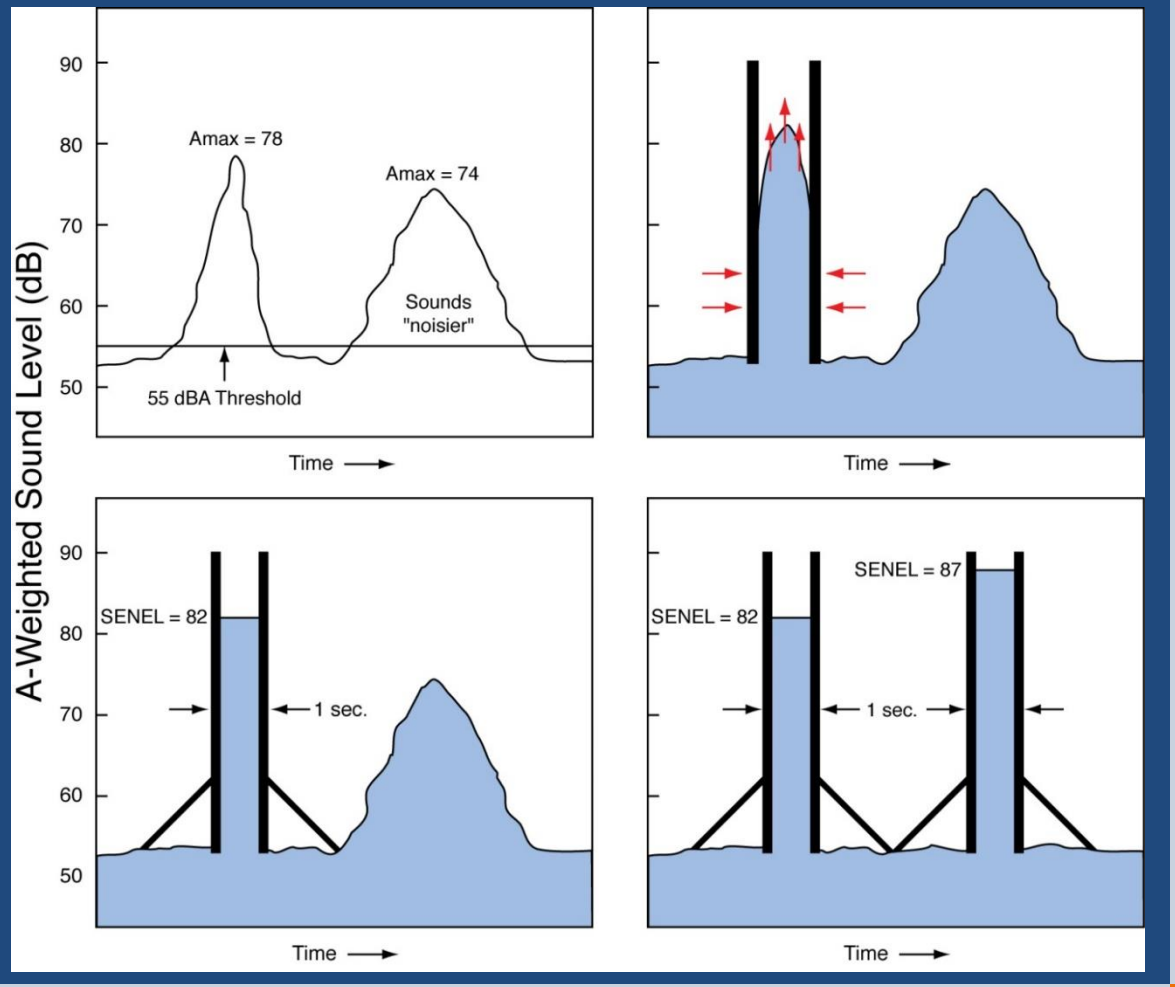
Single Event Noise Metrics: Sound Exposure Level, SEL

Duration matters: A longer event may seem "noisier," even if it has a lower or equal maximum level

SEL measures the total "noisiness" of an event by taking duration into account



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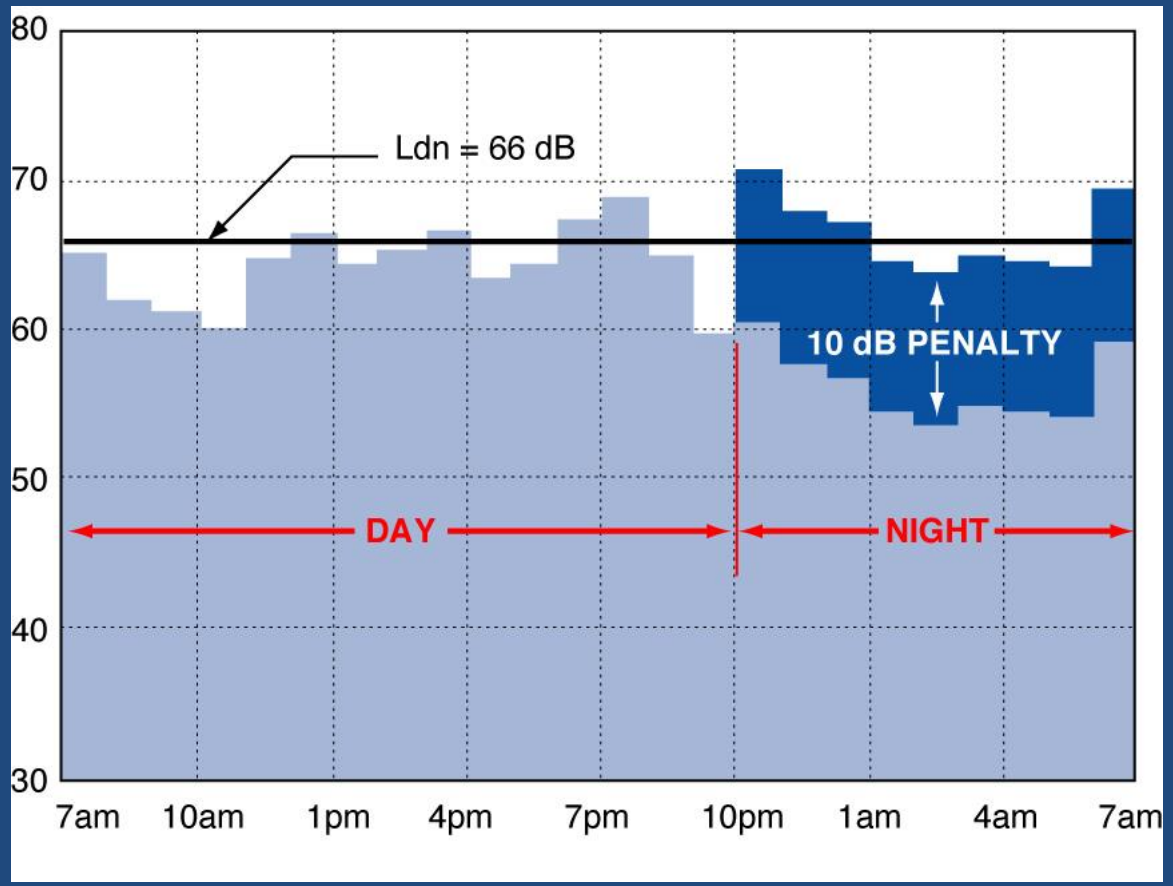
Cumulative Exposure: Day-Night Average Level (DNL)

- Describes 24-hour exposure
- Noise from 10 pm to 7 am is factored up by 10 dB
  - ⇨ "Penalty" is equal to counting each night aircraft 10 times
- Sometimes abbreviated Ldn
- DNL is the only measure that Part 150 requires us to consider



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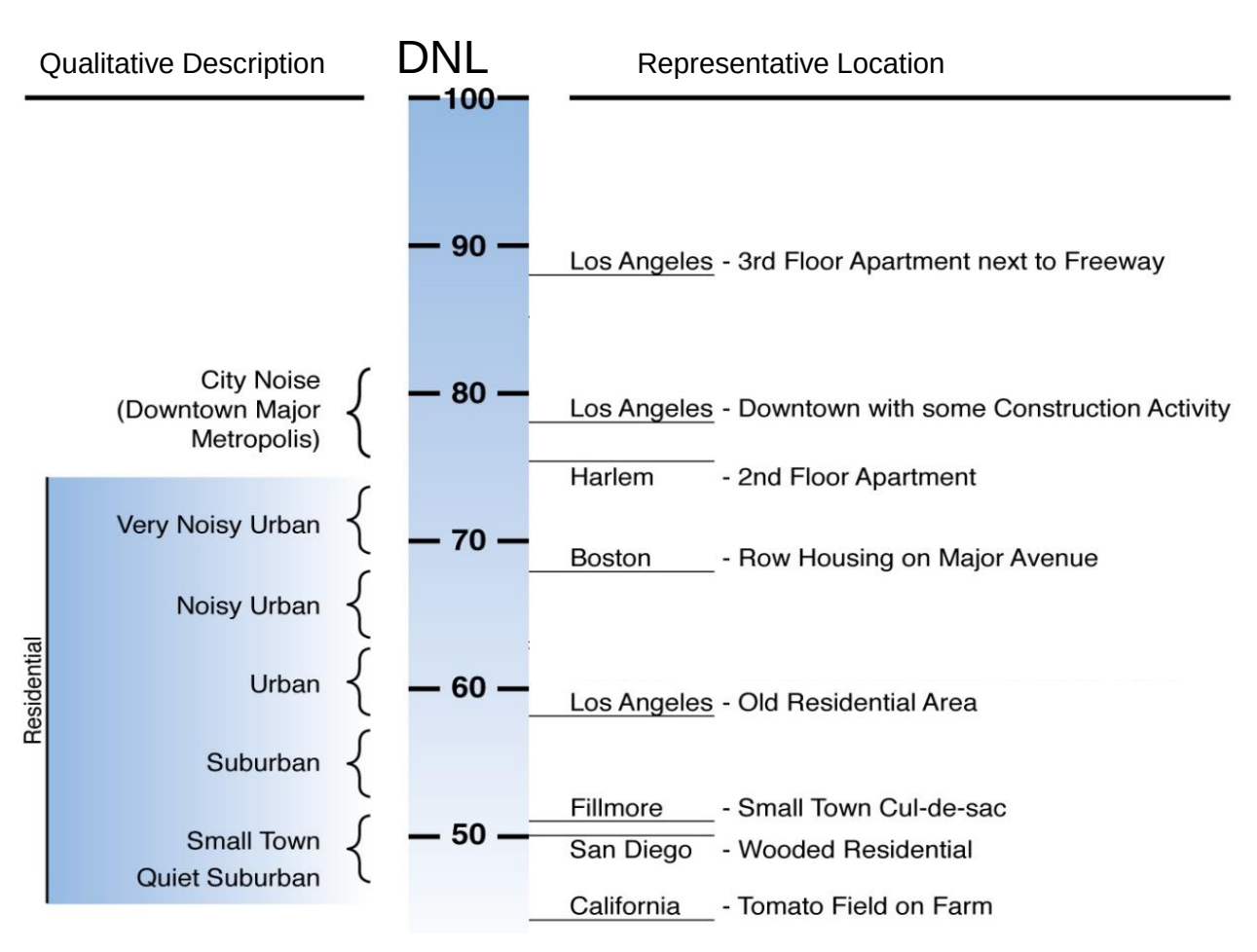
Typical Community DNL Examples



Source: United States Environmental Protection Agency, Information on Levels Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974, p. 14.

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Part 150 Studies Use DNL Contours

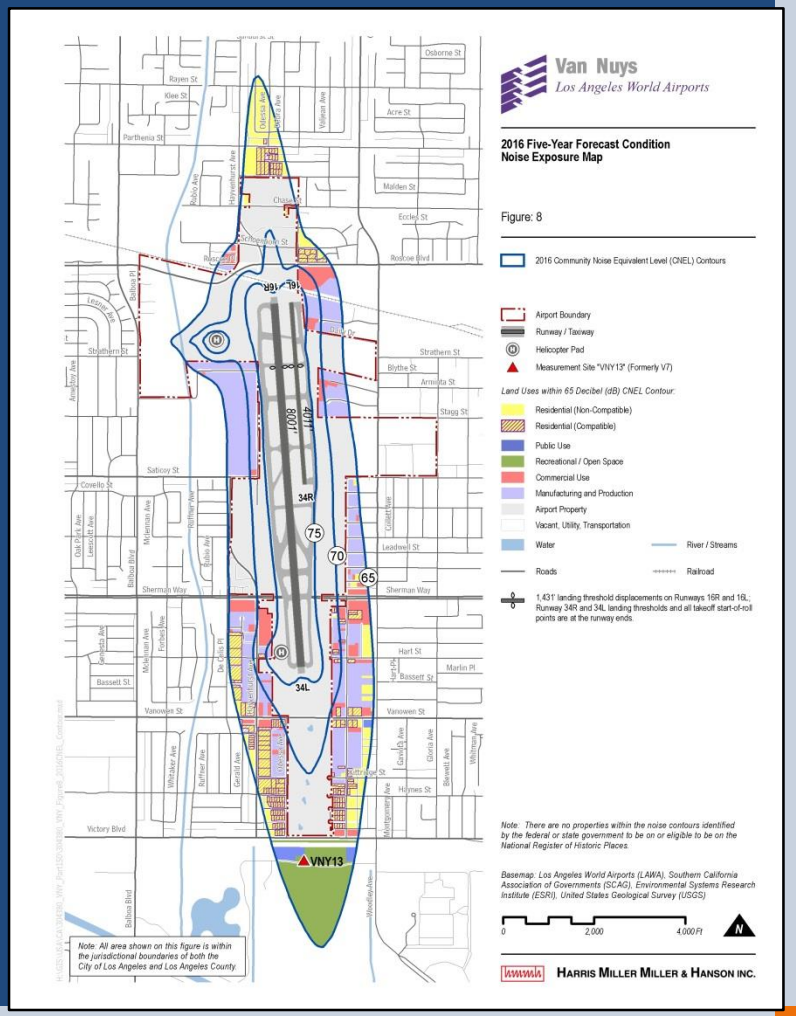
Van Nuys (California) Airport example

FAA requires consideration of 65, 70 and 75 dB DNL contours

Key consideration is identification of non-compatible land uses within contours

Part 150 guidelines consider all land uses compatible below 65 dB DNL

FAA regulations consider a 1.5 dB increase to or above 65 dB DNL to be the threshold significant impact in environmental studies



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Interpreting Changes in DNL

1 - 2 dB change in level
- ⇨ May be noticeable
- ⇨ Abatement may be beneficial

2 - 5 dB change in level
- ⇨ Generally noticeable
- ⇨ Abatement should be beneficial

Over 5 dB change in level
- ⇨ Community reaction is likely

Differs from previously cited "rules of thumb" for real-time change
- ⇨ 1dB threshold of detectability in a laboratory test
- ⇨ 3 dB threshold of detectability for a careful listener in a normal environment
- ⇨ 6 dB in most day-to-day situations

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Noise Metric Summary

The decibel is a complex logarithmic quantity based on sound pressure

A-weighted decibels correlate well with how we hear

Noise levels can be expressed many ways, including but not limited to:

- ⇨ Instantaneous maximum (Lmax)
- ⇨ Single event dose (SEL)
- ⇨ Long-duration exposure (DNL)

Best metric to use depends on purpose

FAA requires use of DNL in a Part 150 study

Part 150 guidelines consider all land uses compatible below 65 dB DNL

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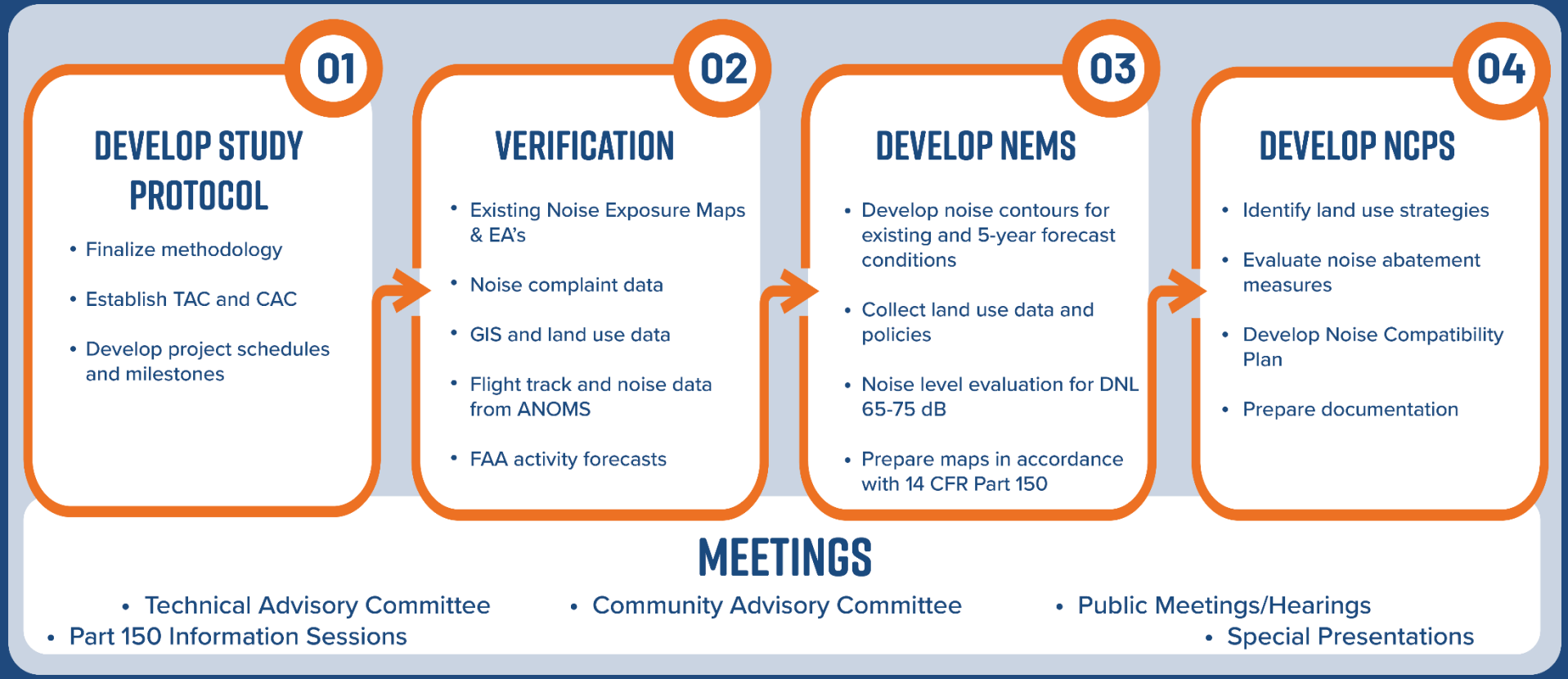
Generalized Part 150 Study Process



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14 CFR Part 150

FAA created in response to Federal Aviation Safety and Noise Abatement Act of 1979 (ASNA)

Codified under Title 14 of the Code of Federal Regulations (CFR) Part 150

- ⇨ Formal *citation* is "14 CFR Part 150," informal is "Part 150"
- ⇨ Formal *title* is "Airport Noise Compatibility Planning"

***Voluntary* FAA-defined process for airport noise studies**

- ⇨ 250+ airports have participated

***Why do airports participate*? Primary reasons include:**

- ⇨ Provides access to FAA funding of some approved measures
- ⇨ Well-established, understood, accepted, and comprehensive process

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Major Part 150 Components

Two primary elements

- ⇨ Noise Exposure Map (NEM)
- ⇨ Noise Compatibility Program (NCP)

Detailed FAA guidance at www.faa.gov/airports/environmental/airport_noise/

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

PBCDOA will exceed all consultation requirements

- ⇨ Improved stakeholder relations is typically one of the most valuable study results

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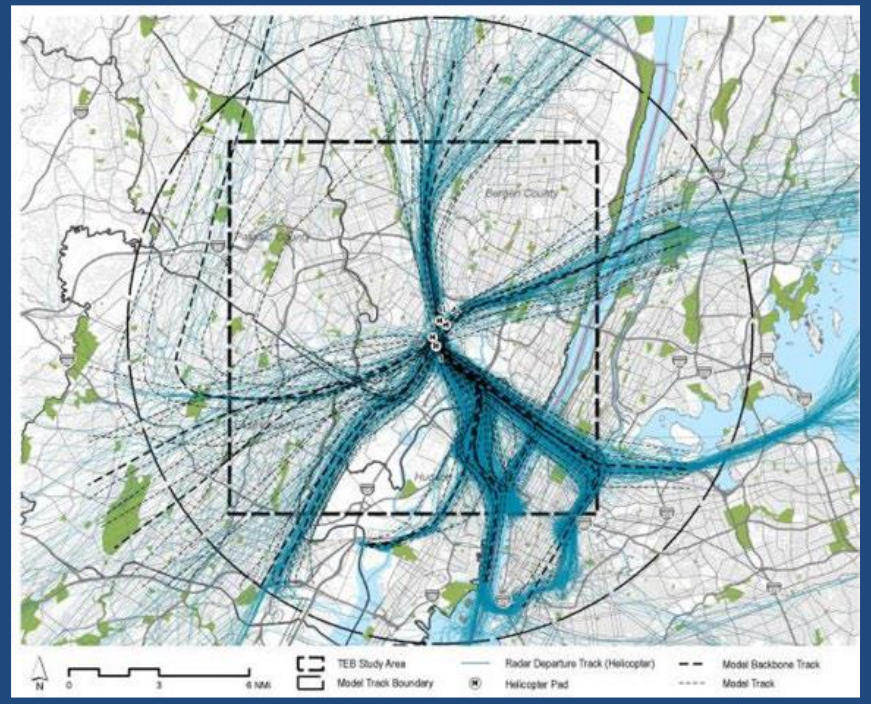
Part 150 Project Approach: Phase 1

Develop Noise Exposure Map

- ✓ Develop noise contours for existing (2021) and 5-year forecast (2026) conditions
- ✓ Collect land use data and policies
- ✓ Noise impact evaluation for DNL 65-75 dB
- ✓ Prepare noise contour maps in accordance with 14 CFR Part 150



Example of modeled helicopter flight tracks at Teterboro Airport

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Noise Modeling under Part 150

We must use FAA-approved model

⇨ FAA's Aviation Environmental Design Tool version 3b is the most current version

Required inputs

⇨ Weather/Meteorological Data
⇨ Terrain Data
⇨ Runway Layout
⇨ Aircraft operations for 2021 and 2026 - *FAA approves*
⇨ "User-defined inputs" for LNA-specific flight procedures - *FAA approves*
⇨ Time of Day
⇨ Runway utilization rates by aircraft categories
⇨ Flight track geometry and utilization by aircraft categories
⇨ Maintenance runup locations and operations

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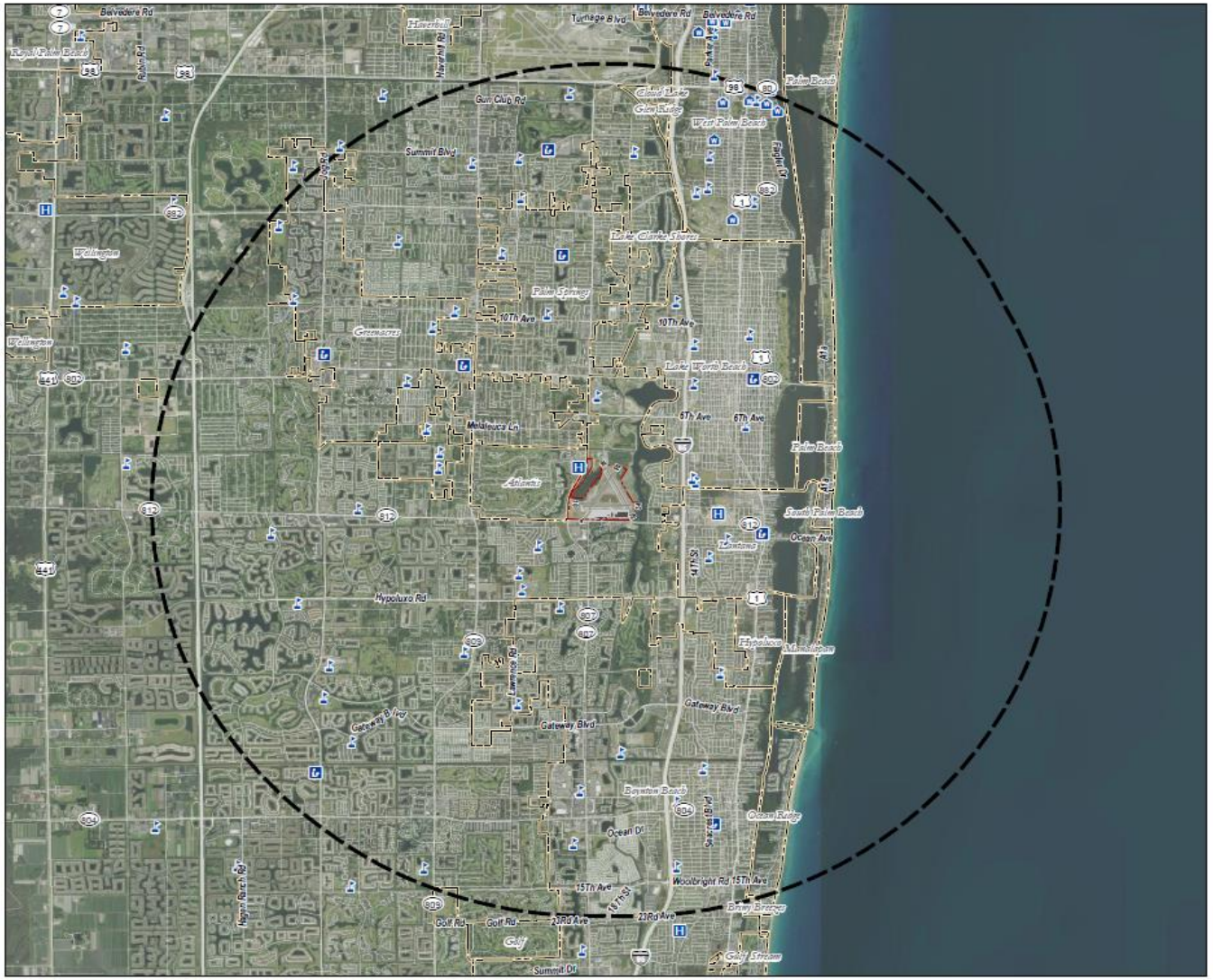

PALM BEACH COUNTY PARK AIRPORT

PART 150 NOISE STUDY

Figure: 2

Study Area

- Study Area Boundary
- LNA Airport Boundary (Approximate)
- Runway / Pavement
- Municipal Boundary
- Highway
- Major Roads
- Minor Roads
- Railroad
- School / College / University
- Library
- Place of Worship
- Hospital

0 1 2 Nautical Miles

N

hmmh

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Major Data Sources

Best available source(s) will be used for each specific category

- ⇨ *Airport layout* - PBCDOA drawing files, FAA airport diagram, LNA Airport Layout Plan (ALP)
- ⇨ *Meteorological* - NOAA National Climatic Data Center
- ⇨ *Terrain* - U.S. Geological Survey
- ⇨ *Baseline operations* – 2019 ANOMS monitoring system
- ⇨ *Forecast operations* - FAA's Terminal Area Forecast (TAF) and LNA Master Plan Forecast
- ⇨ *Flight tracks, profiles, and runway use* – 2018 and 2019 data from ANOMS monitoring system

Data will be compared to formal and informal procedures

- ⇨ FAA Standard Instrument Departure (SID) and approach procedures (APs), etc.
- ⇨ LNA and industry noise abatement procedures

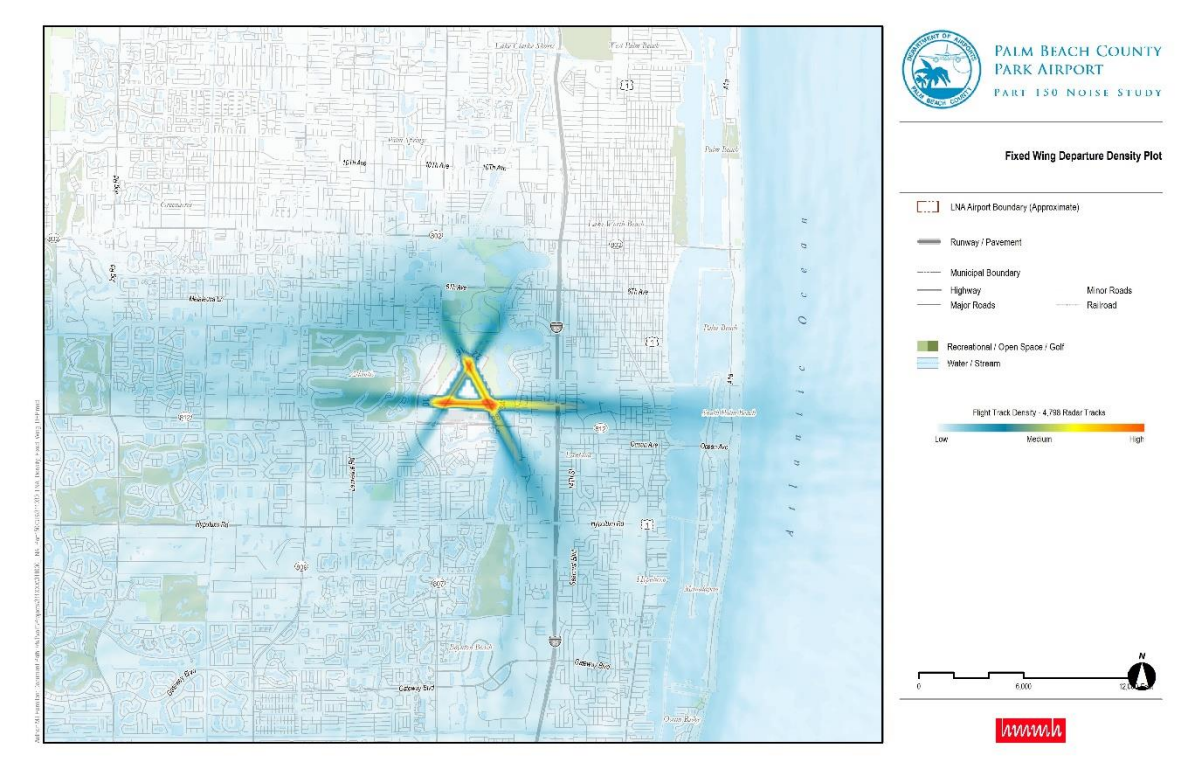
Modelling assumptions will be documented in detail and shared with:

- ⇨ All interested stakeholders at workshops and on website
- ⇨ TAC and CAC members - *Please offer feedback on sources or assumptions at any time*

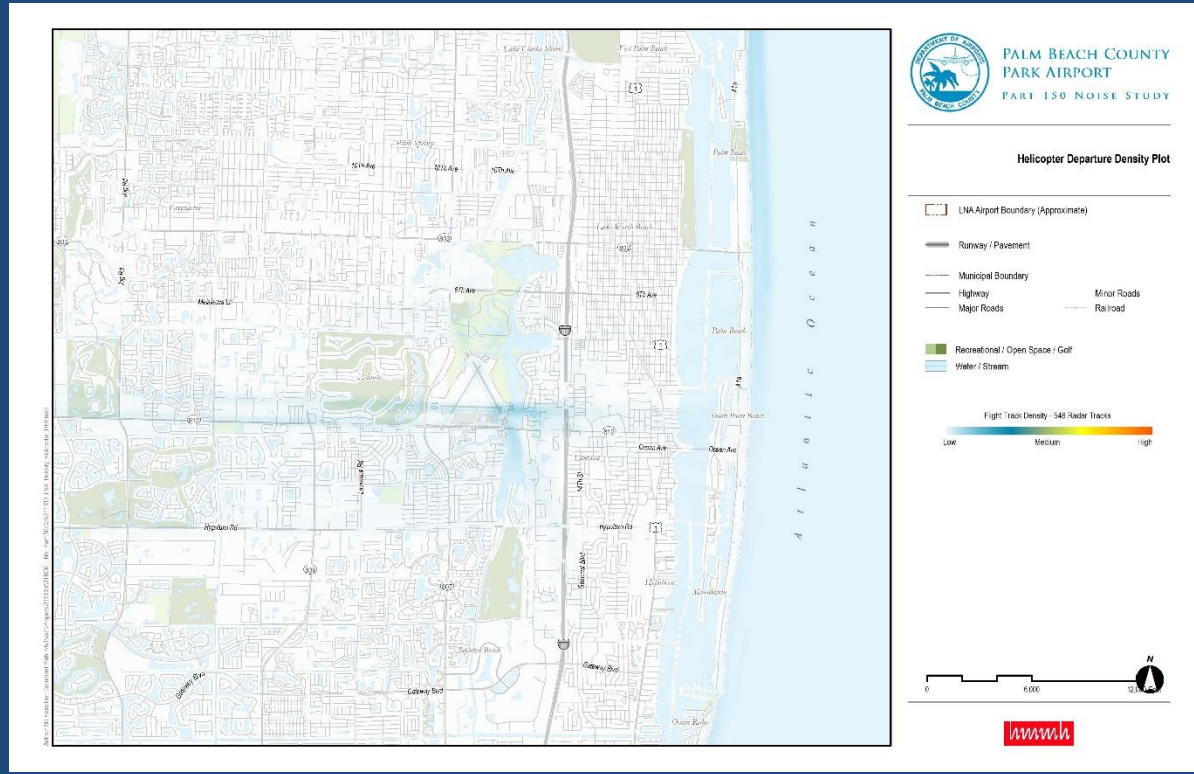
Lantana Airport LNA PART 150 STUDY

2018 Departure "Density Plots" from ANOMS Data

Fixed Wing



Helicopter



Primary data source for developing flight track and runway use inputs.

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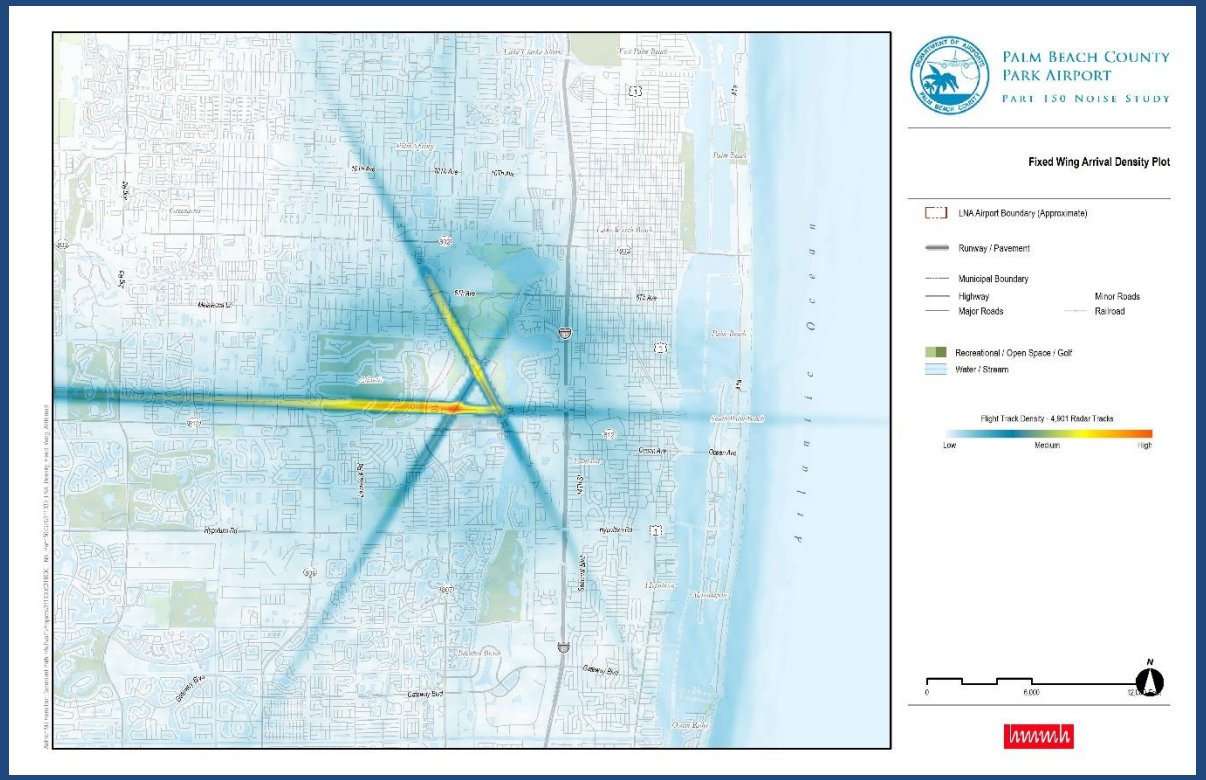
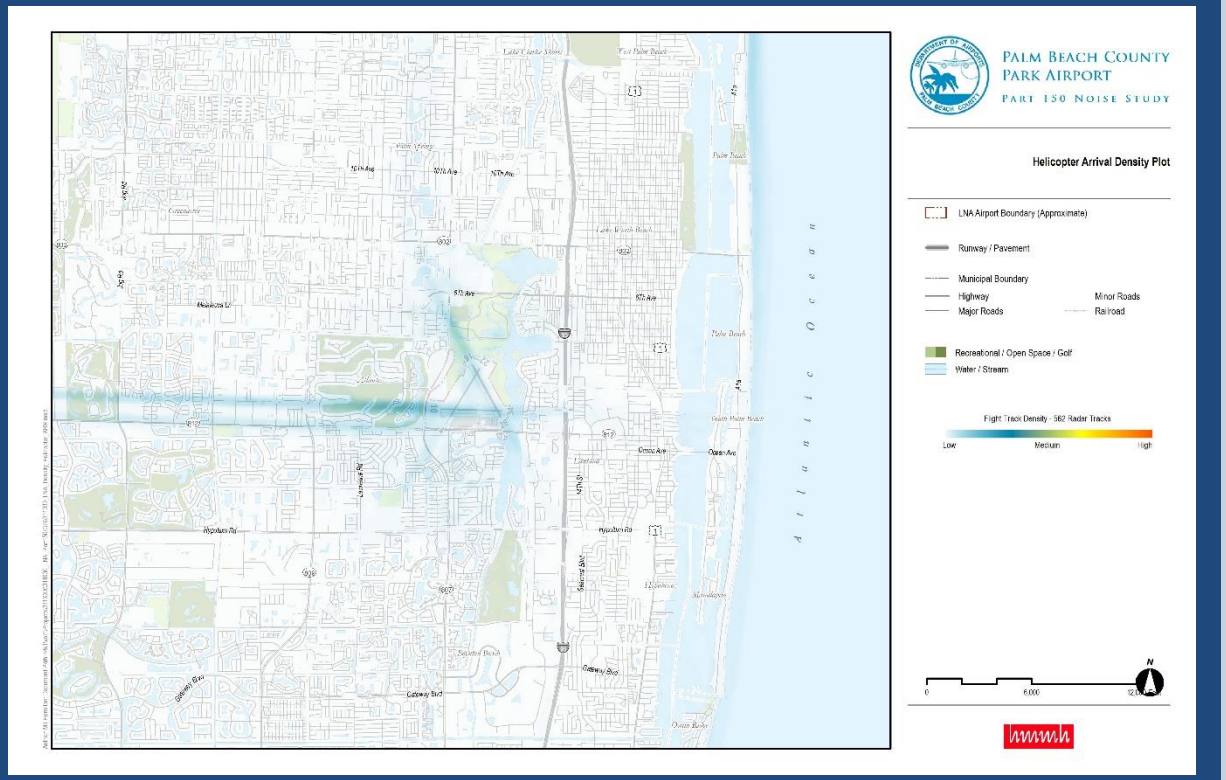
2018 Arrival "Density Plots" from ANOMS Data

Fixed Wing



Helicopter



Primary data source for developing flight track and runway use inputs.

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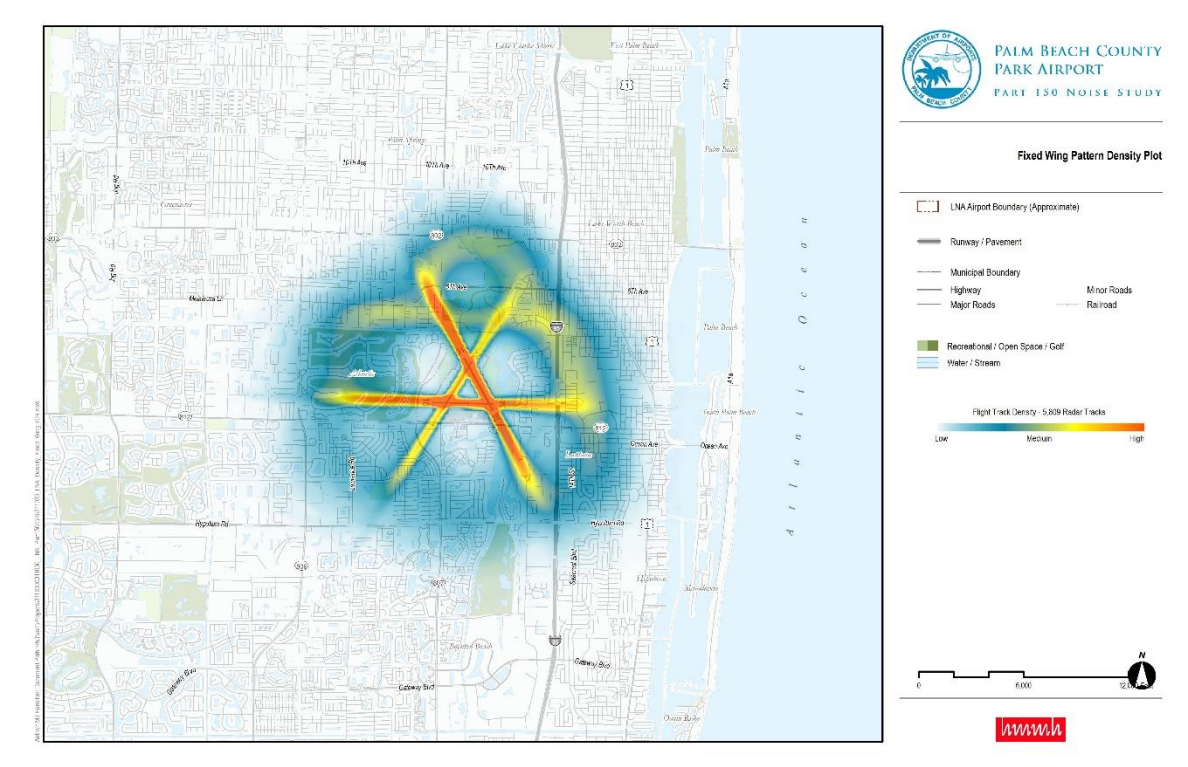
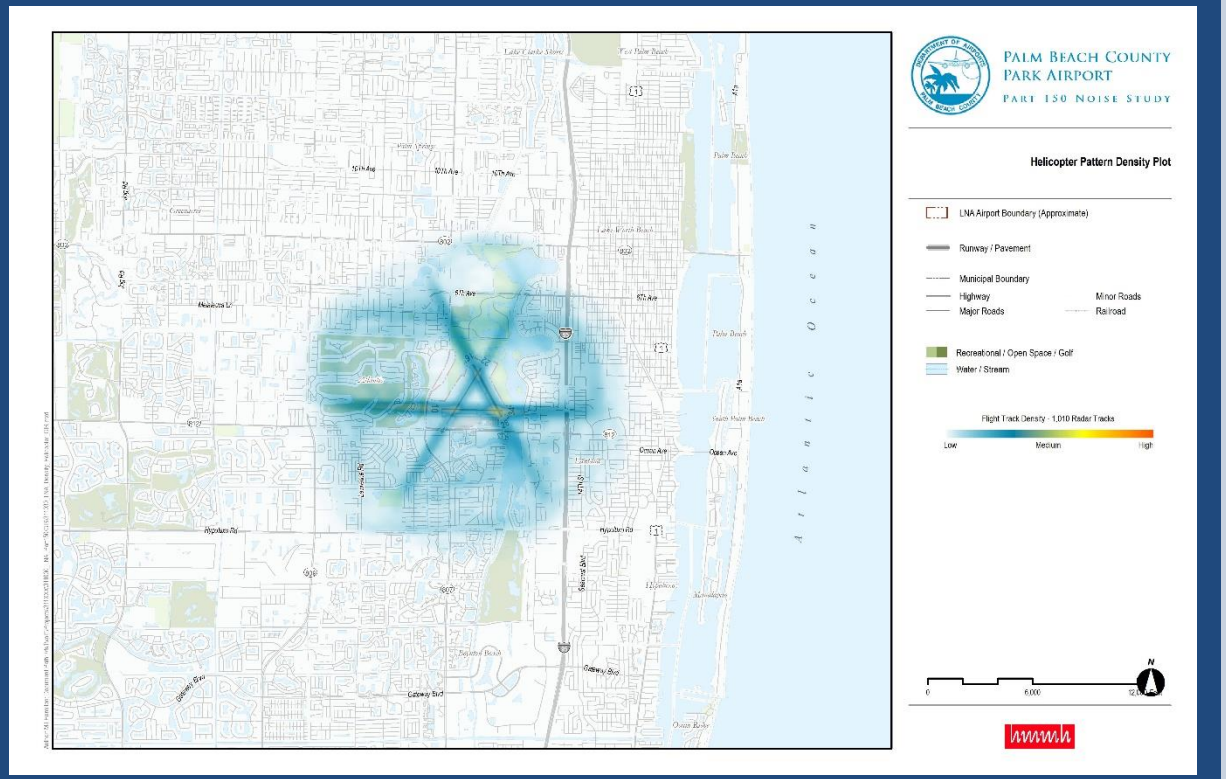
2018 Pattern "Density Plots" from ANOMS Data

Fixed Wing



Helicopter



Primary data source for developing flight track and runway use inputs.

Lantana Airport LNA PART 150 STUDY

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 (2021)
- ⇨ Forecast (at least five years from year of submission; 2026)
- ⇨ FAA reviews forecasts for consistency with Terminal Area Forecast, TAF

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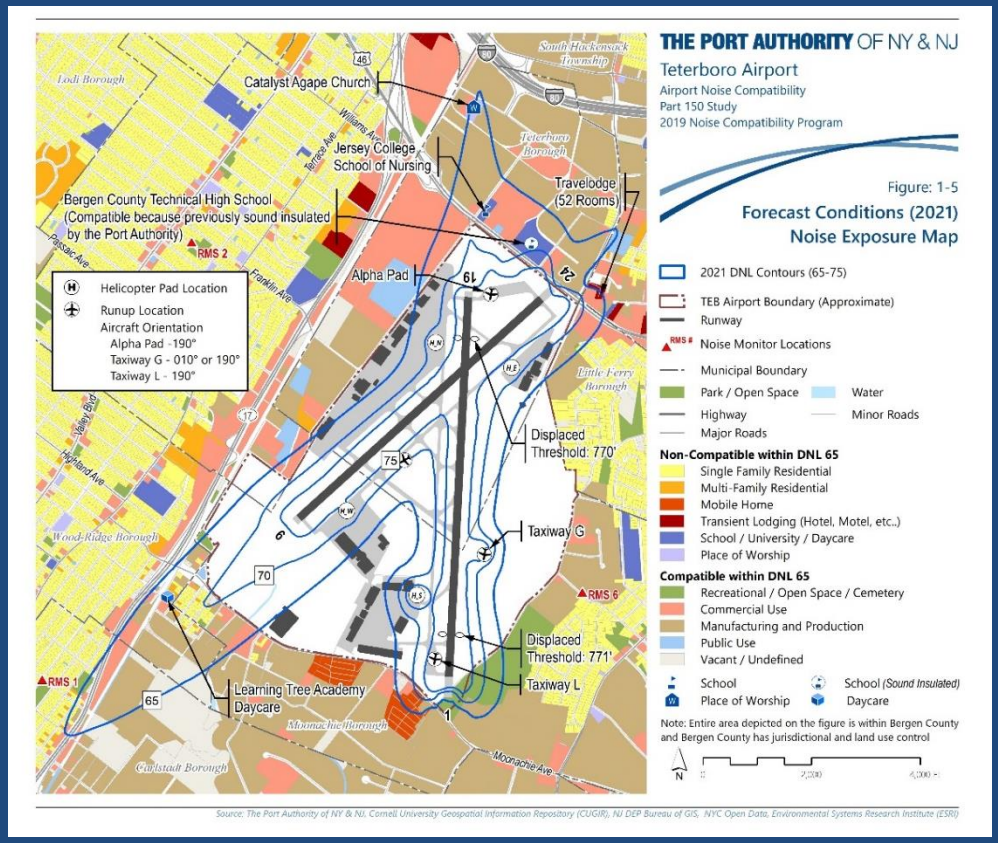
Example NEM (Teterboro, NJ)

- **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



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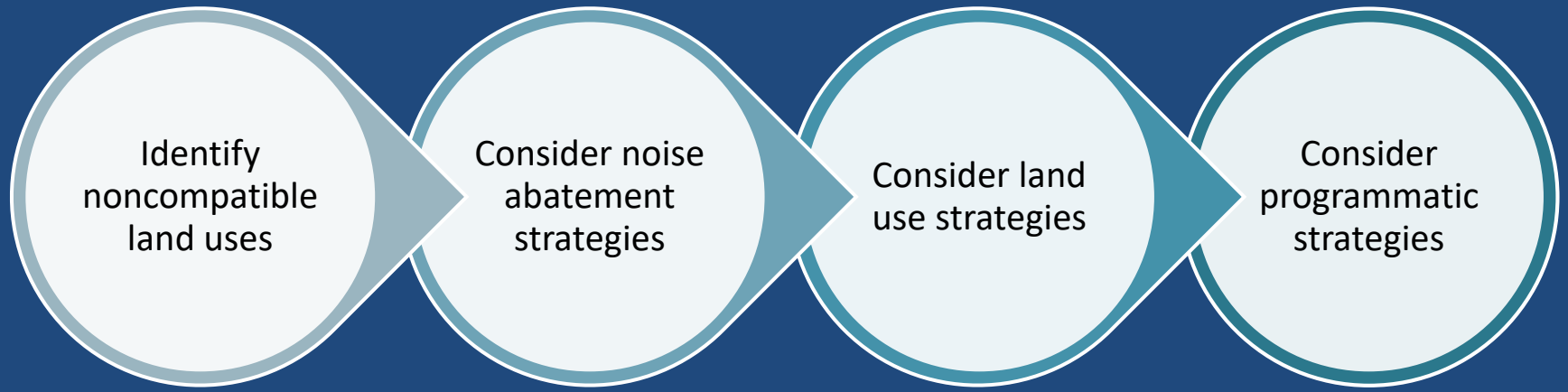
Part 150 Project Approach: Phase 2

Develop Noise Compatibility Program



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Part 150 Noise Compatibility Program Overview

NCP must address three major categories of proposed actions

1. Noise abatement measures
2. Compatible land use measures
3. Program implementation

FAA *accepts* NCP as compliant with Part 150 standards

FAA reviews and *approves* or *disapproves* proposals on an element-by-element basis

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Part 150 Noise Compatibility Program Overview

Noise abatement measures

⇨ Shrink noise contours or move them away from noncompatible uses

⇨ Aircraft operational, airport layout, flight track and runway use, etc.

⇨ *Note: Study will build on LNA's well-established abatement program*

Compatible land use measures

⇨ To address existing noncompatible uses

⇨ To prevent introduction of new noncompatible uses

Program implementation

⇨ Required actions, responsible parties, costs

⇨ NEM and NCP review and update processes

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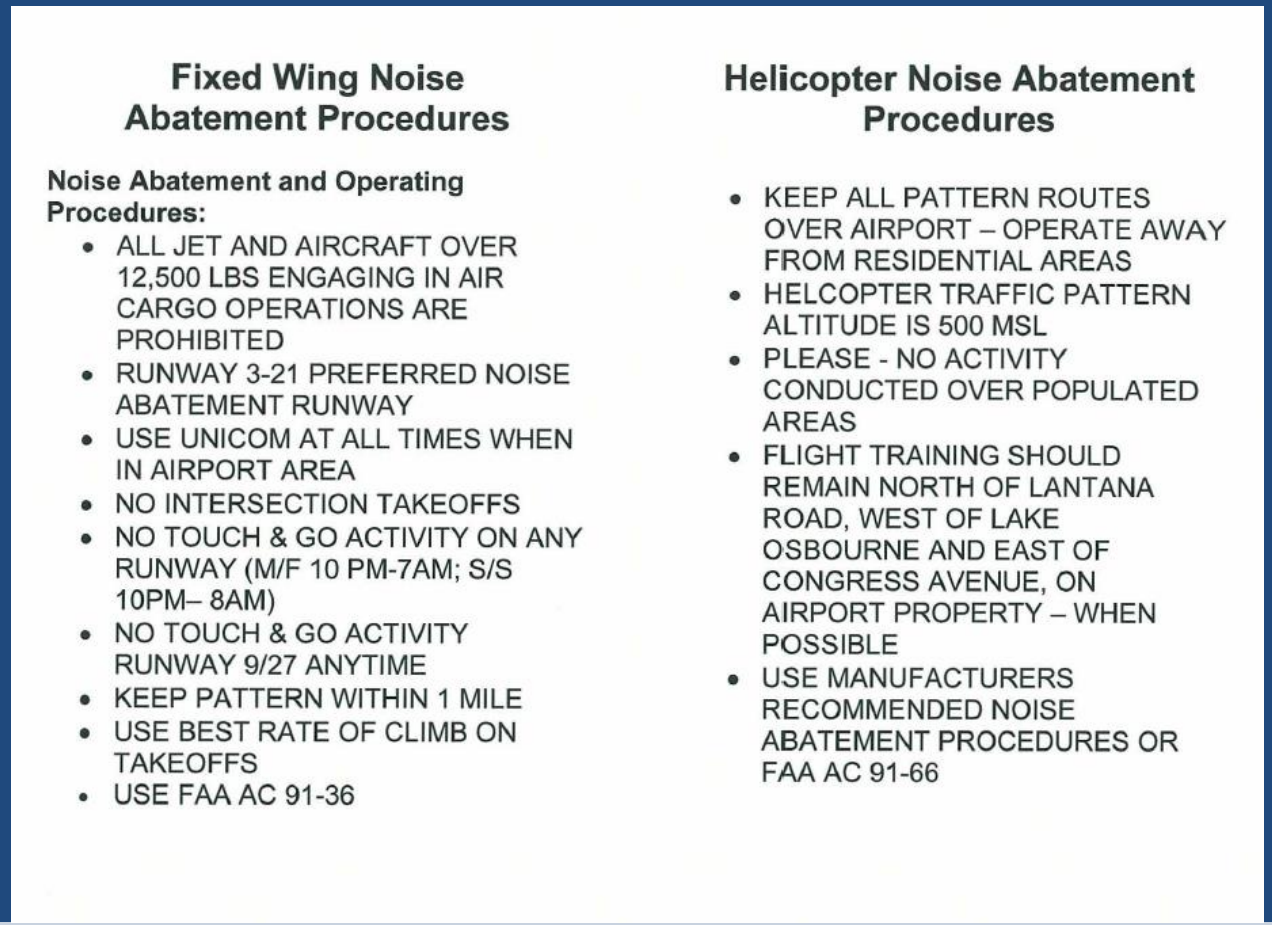
Existing LNA Noise Abatement Procedures

Existing fixed wing and helicopter measures

These will be thoroughly reviewed and incorporated into the NCP if necessary



Fixed Wing Noise Abatement Procedures

Noise Abatement and Operating Procedures:

- ALL JET AND AIRCRAFT OVER 12,500 LBS ENGAGING IN AIR CARGO OPERATIONS ARE PROHIBITED
- RUNWAY 3-21 PREFERRED NOISE ABATEMENT RUNWAY
- USE UNICOM AT ALL TIMES WHEN IN AIRPORT AREA
- NO INTERSECTION TAKEOFFS
- NO TOUCH & GO ACTIVITY ON ANY RUNWAY (M/F 10 PM-7AM; S/S 10PM– 8AM)
- NO TOUCH & GO ACTIVITY RUNWAY 9/27 ANYTIME
- KEEP PATTERN WITHIN 1 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
- HELCOPTER TRAFFIC PATTERN ALTITUDE IS 500 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 MANUFACTURERS RECOMMENDED NOISE ABATEMENT PROCEDURES OR FAA AC 91-66

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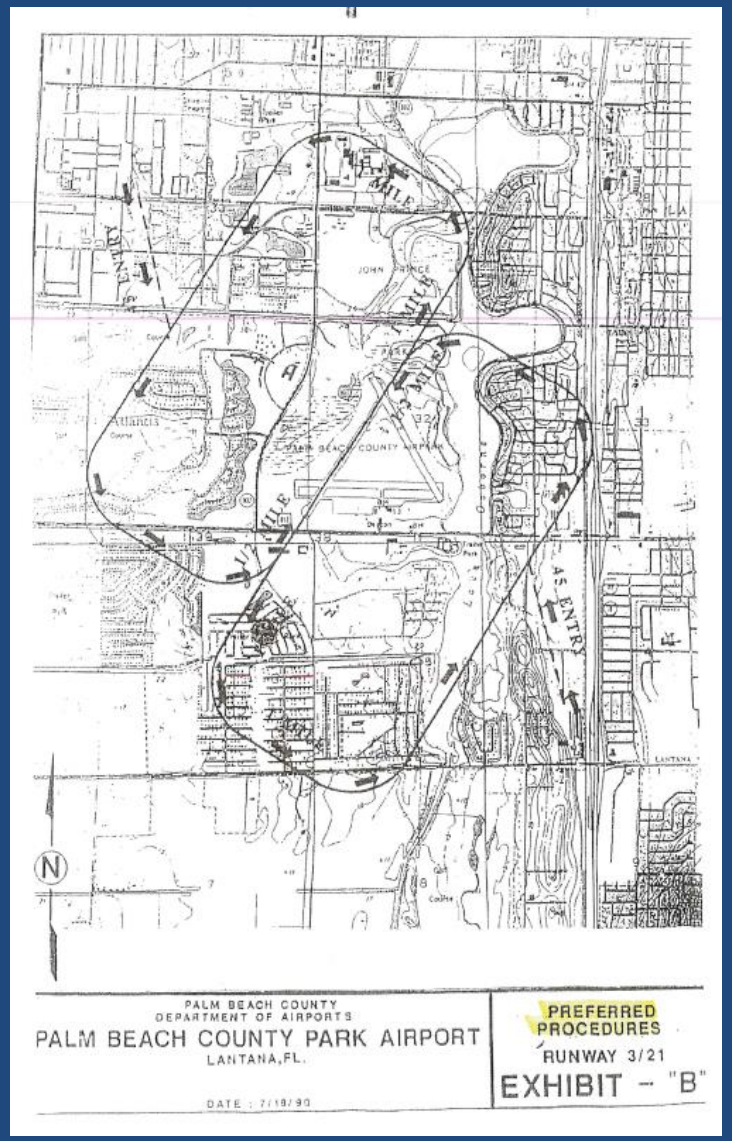
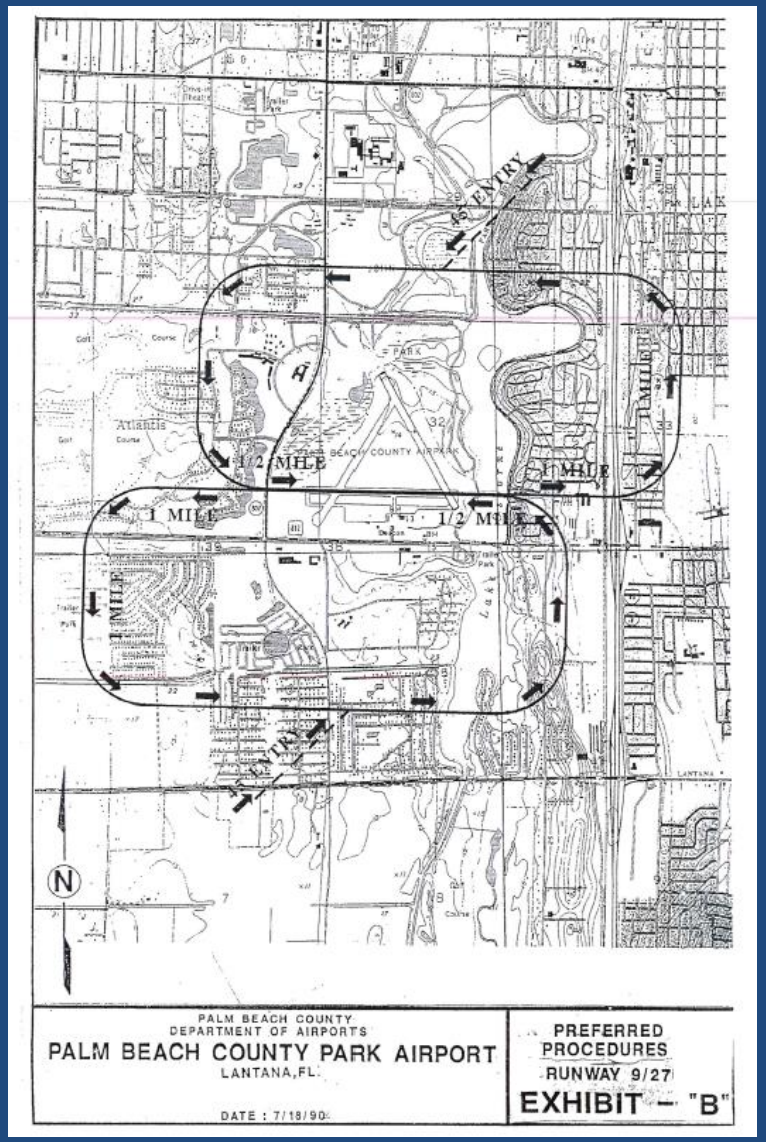
Preferred Flight Procedures





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Noise Compatibility Roles and Responsibilities

Party	Responsibilities
Federal government (FAA)	Regulate source noise emissions, air traffic control, funding, and safety oversight
Airport operators	Plan and implement noise compatibility measures
State and local government	Compatible land use planning and control
Aircraft operators	Develop noise-sensitive schedules, cockpit procedures, and fleet improvements
Air travelers and shippers	Bear the costs (through ticket tax)
Current and potential residents	Seek to act in an informed manner

Noise Measurements

- Two measurement periods (high/low season)
- Using 6 portable monitors; one at each of 6 sites
- Measurements of individual aircraft noise events; will be correlated with radar data
- Hourly noise levels (Leq) and daily (DNL) values will be measured at each of the locations
- Two HMMH staff will spend time at each location, observing and logging aircraft noise events

Note: Measured noise levels are NOT used to generate or calibrate contours

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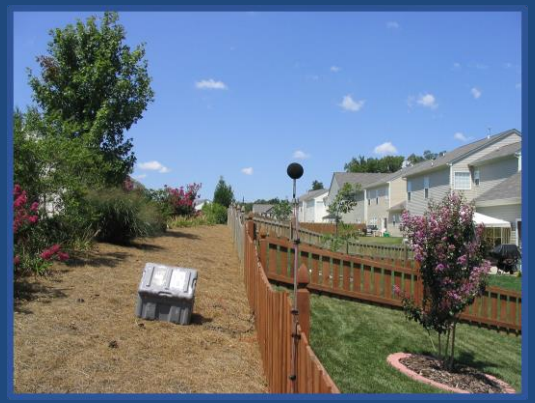
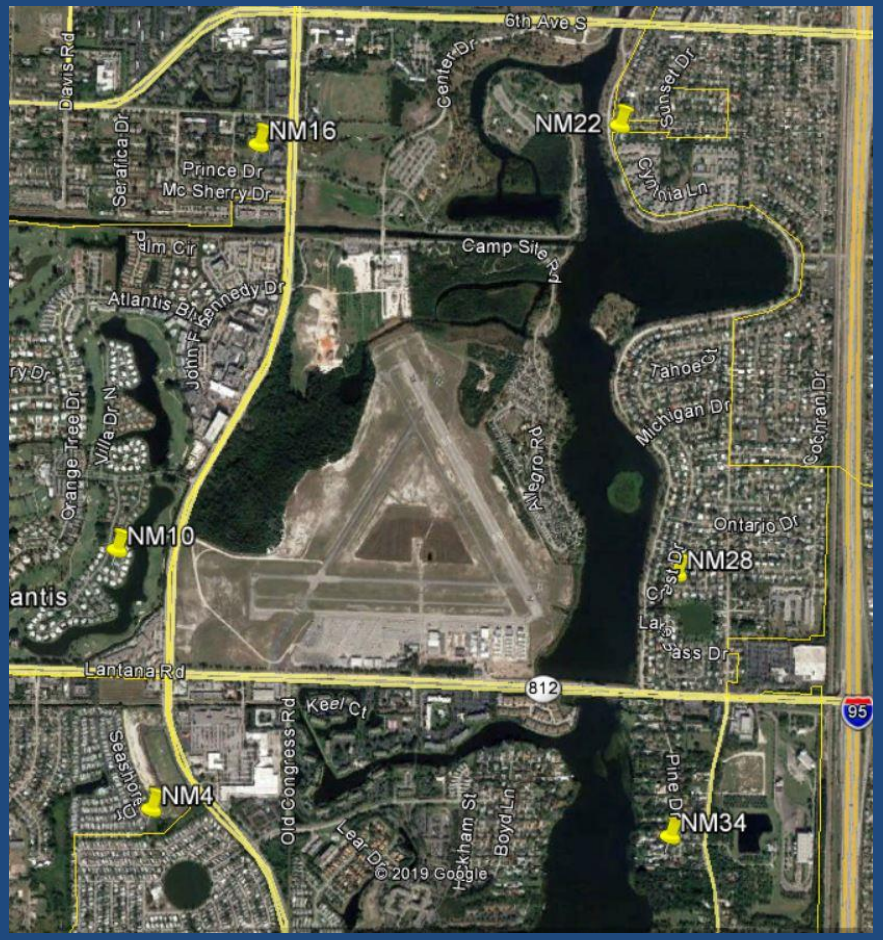
Potential Noise Measurements Locations

- One monitor off each runway end
- Numbered based on the runway end
- Measurements over seven days – five full 24-hour periods (Monday – Friday)
- Study team will finalize sites within the next few weeks and obtain homeowner approval





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TAC Makeup

TAC composed of stakeholders representing all significant interests

- ⇨ Key agencies; e.g., PBCDOA, FAA
- ⇨ Local land use jurisdictions; e.g., City of Atlantis
- ⇨ Airport tenants and users; e.g., fixed base operators (FBOs), etc.
- ⇨ Aviation trade associations; e.g., National Business Aviation Association (NBAA), Aircraft Owners and Pilots Association (AOPA), etc.

Members serve on a voluntary basis without compensation

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CAC Makeup

CAC composed of residents, staff and local elected officials of surrounding communities and institutions

- ⇨ Local communities; e.g., City of Atlantis
- ⇨ Neighboring residential areas;
- ⇨ Neighboring institutions; e.g. Palm Beach State College

Members serve on a voluntary basis without compensation

Lantana Airport LNA PART 150 STUDY

TAC/CAC Roles and Responsibilities

The TAC/CAC is advisory to PBCDOA solely for purposes of the LNA Part 150 Study, including

- ⇨ Review of study inputs, assumptions, analyses, documentation, etc.
- ⇨ Input, advice, and guidance related to NEM and NCP development

TAC/CAC members are expected to provide two-way communication between the committee and their respective organizations / constituents

PBCDOA shall respect and consider TAC/CAC input, but must retain overall responsibility for the Part 150 Study and NCP recommendations

The TAC/CAC and PBCDOA recognize FAA is responsible for accepting NEM and NCP submissions and for approving NCP proposals

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TAC/CAC Charter and Participation Agreement

- **Charter and Participation Agreement were sent with TAC/CAC invitations**
- **Charter describes TAC/CAC's role, primary and alternate member responsibilities, meeting conduct and logistics, etc.**
- **Up to six meetings anticipated - approximately once every four months**
  - ⇨ Agendas, and background material will be provided in advance of each meeting
  - ⇨ Dates and times will be sought that are convenient to a majority of members;
  - ⇨ Meetings are expected to be two to three hours in length
- **TAC/CAC meetings will be open to public observers**
  - ⇨ Opportunity will be provided for brief comment at the end of each meeting

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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.	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, draft contours; and introduction to noise compatibility	June 2020
3rd 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)	October 2020
NEM Public Comment Period and Public Workshop	NEM thirty-day public comment period and Public Workshop	October 2020
4th Advisory Committee Meeting	Review of public comments obtained with the NEM and preliminary analyses of NCP measures	February 2021
NEM Document submission to FAA	PBCDOA submits the Final NEM document to FAA for acceptance.	March/April 2021
5th Advisory Committee Meeting	Final review of NCP measures	June 2021
6th Advisory Committee Meeting	Presentation of the NCP (followed by the NCP public workshop and hearing)	August 2021
NCP Public Comment Period, Workshop and Hearing	NCP thirty-day public comment period. Public Workshop and Hearing	September 2021
Submit Final NCP to FAA	PBCDOA submits final revised NCP for approval by FAA. Respond to FAA questions as needed.	October 2021

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Note: Schedule is subject to change

PBCDOA Project Contacts and Websites

Bob Mentzer, Project Manager - LNA Part 150 Study Team

Casandra Davis – Manager, Noise Office

Address emails to: LNAPart150@hmmh.com

LNA Part 150 Website provides project information

- ⇨ Will be updated regularly for public outreach purposes
- ⇨ TAC/CAC members will receive direct notices
- ⇨ https://www.lnapart150.com/lnapart150

PCBDOA LNA website provides general airport information

- ⇨ http://www.pbia.org/about/general-aviation/park-airport/

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Wrap Up

Next TAC/CAC meetings:

- ⇨ **Summer 2020**
- ⇨ Same location
- ⇨ Primary topic - Overview of Part 150 noise modeling process and inputs, review of aircraft noise measurements

Questions, comments, and discussion

Adjournment

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Thanks for attending!

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