Technical Advisory Committee
Meeting No. 3
14 CFR Part 150 Airport Noise and Land Use Compatibility Study
Lantana Airport (LNA)

DATE: Wednesday, October 28, 2020
TIME: 1:00 PM - 3:00 PM
LOCATION: VIRTUAL via Zoom
MEETING REGISTRATION: https://zoom.us/meeting/register/tJ0qc-uoqD4iH9CbtdkeYtD9Zk-4J30qKF6C

AGENDA

1. Introduction/Opening remarks
2. Part 150 Study progress updates
3. Noise model input data review
4. Introduction to noise compatibility planning
5. Noise abatement strategies
6. Land use and programmatic strategies
7. Schedule
8. Committee discussion
9. Public comment
10. Adjourn

Community Advisory Committee
Meeting No. 3
14 CFR Part 150 Airport Noise and Land Use Compatibility Study
Lantana Airport (LNA)

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TIME: 6:00 PM - 8:00 PM
LOCATION: VIRTUAL via Zoom
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Lantana Airport Part 150 Study

Palm Beach County Department of Airports

Advisory Committee Meeting #3

October 28, 2020

Agenda

- Intro/Opening Remarks
- Study Progress Updates
- Noise Model Inputs
- Review of Noise Compatibility Planning
- Noise Abatement Strategies
- Land Use and Programmatic Strategies
- Schedule
- Wrap-up and Committee Member Questions
- Public comment

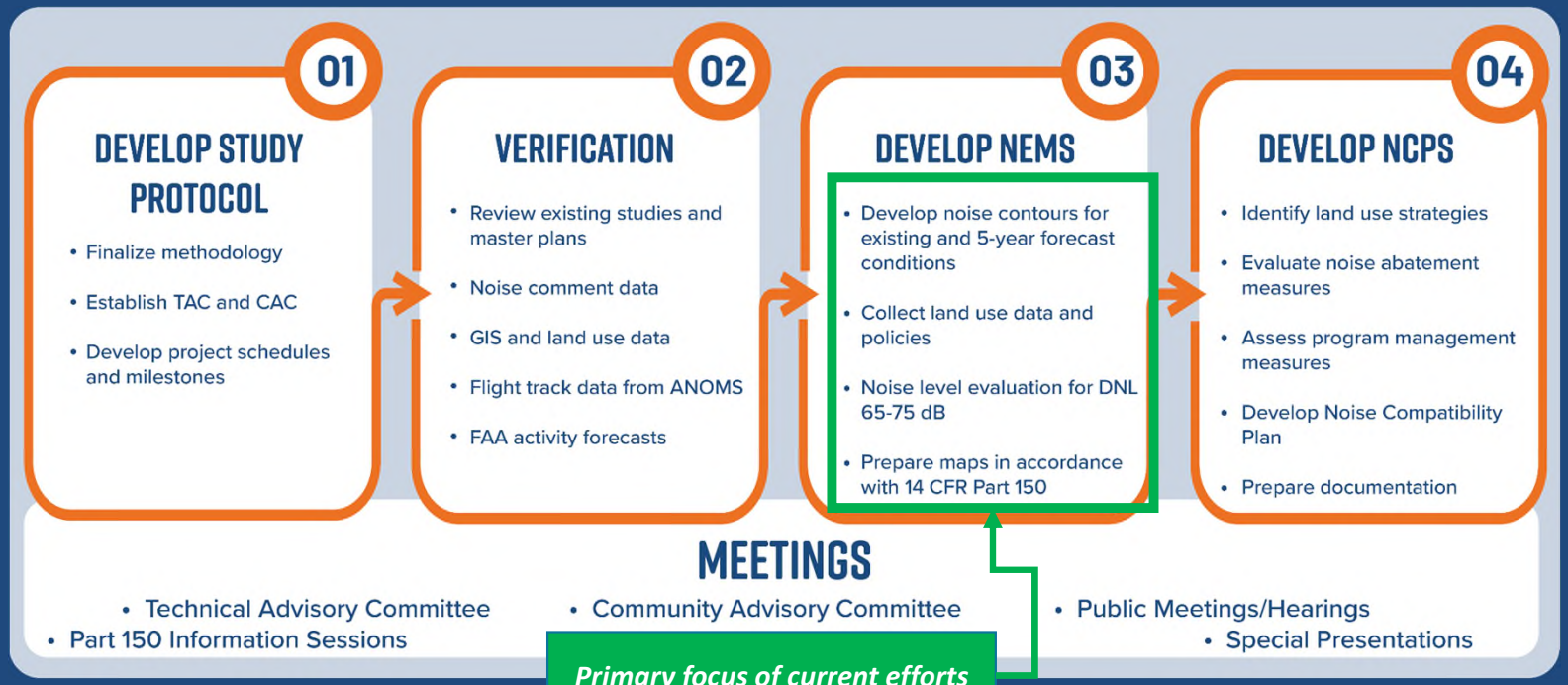
Lantana Airport LNA PART 150 STUDY

*Reminder the meetings will be recorded

Introductions

- Department of Airports
- Study Team
- Committee Members

Generalized Part 150 Study Process



Lantana Airport LNA PART 150 STUDY

Noise Model Inputs Update

Lantana Airport LNA PART 150 STUDY

Noise Model Inputs Update

- Operations forecast
- Noise modeling input memo
- Helicopter pattern profiles

Lantana Airport LNA PART 150 STUDY

Operations Forecast

The FAA approves all aviation forecasts for use in any planning study

- The draft forecast was submitted to the FAA for review and approval earlier this year
- The study team responded to FAA comments and questions and submitted a revised forecast letter to the FAA
- The revised letter clarified items in the forecast but did not change the forecasted operational totals

Forecast Element	2017 Master Plan	2021 NEM	2022 Master Plan	2026 NEM	2027 Master Plan
Local	90,000	**96,877**	98,596	**106,007**	107,860
Air Taxi	2,000	**2,409**	2,511	**2,704**	2,752
General Aviation	25,000	**26,512**	26,890	**28,911**	29,416
Military	50	**50**	50	**50**	50
Total Operations	117,050	**125,848**	128,047	**137,672**	140,077
Average Annual Day	320.7	**344.8**	350.8	**377.2**	383.8

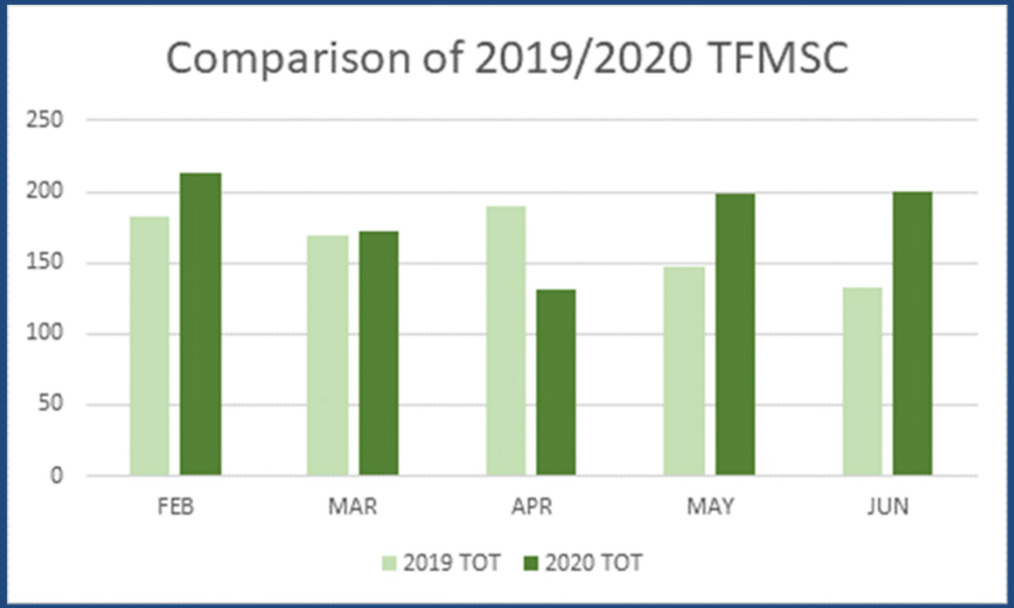
Lantana Airport LNA PART 150 STUDY

Note: Current conditions due to COVID-19 have complicated FAA forecast review resulting in the delay of the Part 150 forecast.

Operations Forecast

COVID-19 Effects

- Flight training operations continued to operate at LNA during the shutdown in April 2020 and activity at the airport is typical at this time
- A review of FAA TFMSC data shows activity higher at LNA from February thru June in 2020 compared to 2019



Lantana Airport LNA PART 150 STUDY

Note: TFMSC data includes flights that fly under instrument flight rules (IFR) and are captured by the FAA's enroute computer. It is important to note that most visual flight rules (VFR) and some nonenroute IFR traffic are not included in this data.

Noise Modeling Input Memo

Draft model inputs were shared with the Committee in the last meeting and in the Draft Noise Model Input Memorandum

- CAC/TAC comments were returned by mid-July
- Several comments on draft inputs were received from CAC/TAC and FAA
- HMMH responded to the comments in a comment matrix and edited the memo accordingly.
- Land use, runway use, and operations data updated
- The final version has been sent to the committees

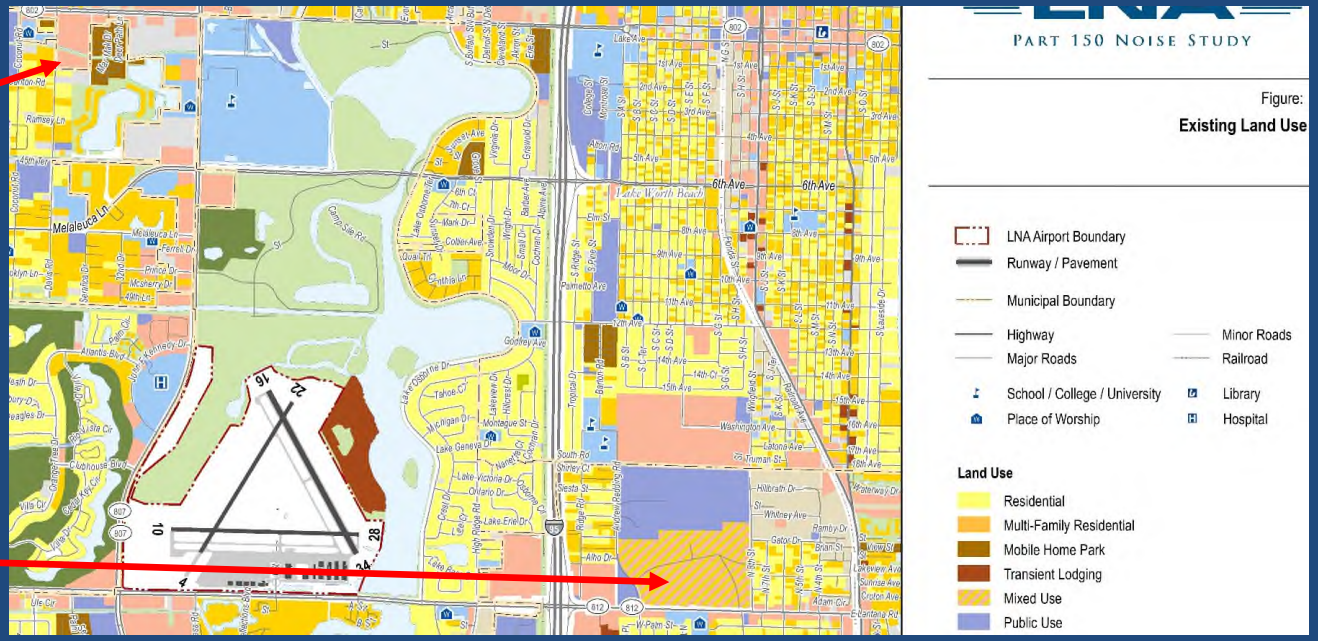
Land Use Revisions

Land Use data was reviewed by each community and Palm Beach County

Area changed from Mobile Home to Commercial

Map is now Final

Area changed from Open Space to Mixed Use Residential



Lantana Airport LNA PART 150 STUDY

Runway Use Revisions

The study team incorporated the Unknown VFR data sample and off-site training data sample into the Runway Use calculations

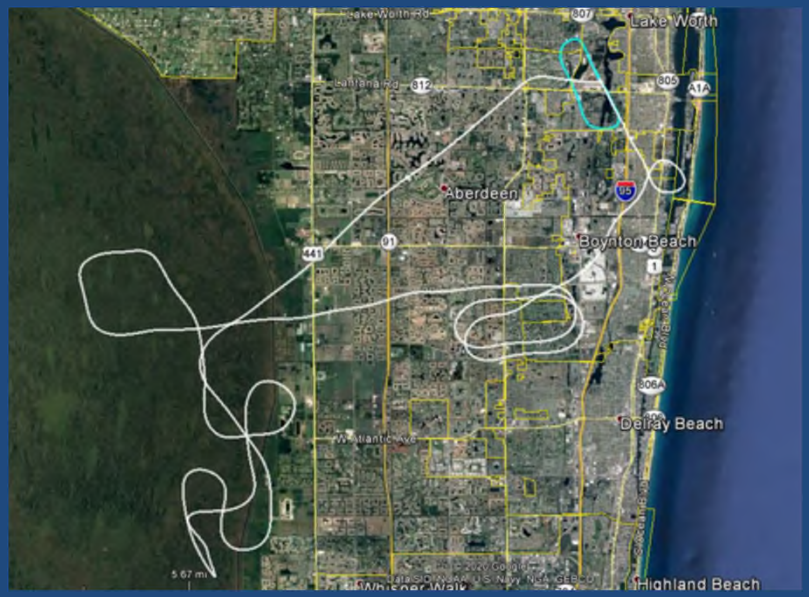
- The UVFR data added 49,429 flights to the dataset
- The off-site training data added 15,204 flights to the dataset
- This resulted in 90,180 flights (84% of the ANOMS data) being used for the runway use calculations

2021 & 2026 Fixed Wing Runway Use							
Mode	4	22	10	28	16	34	Total
Arrivals	14%	6%	35%	10%	24%	9%	100%
Departures	15%	7%	35%	11%	24%	9%	100%
Circuits	16%	7%	33%	8%	29%	9%	100%

Operations Revisions

The study team reviewed the off-site training data sample and incorporated this into the operations data.

- Approximately 25% of the local operations are considered off–site training
- These frequently use different runway ends for the arrival and departure portion of flight
- This was factored into the revised runway use and into the operations tables
- These operations will be modeled as arrivals or departures to those runways



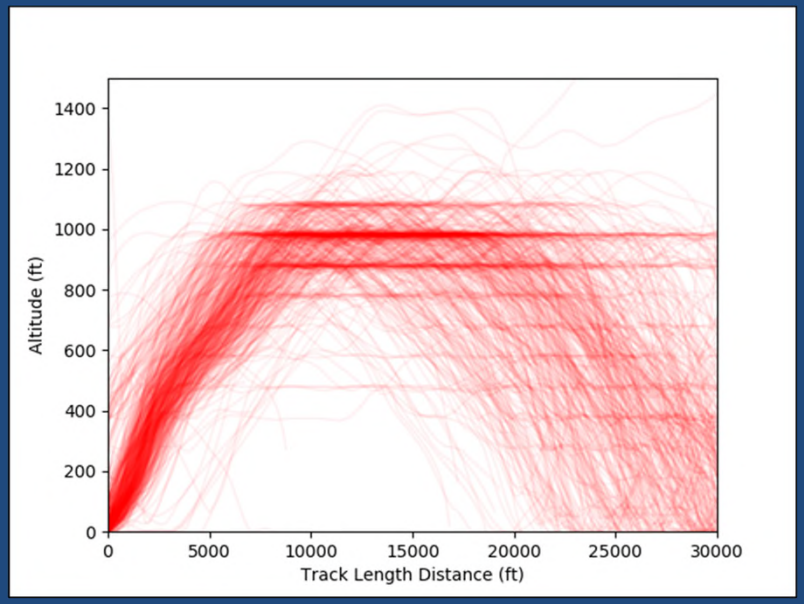
Helicopter Pattern Profiles

AEDT does not contain standard pattern flight profile data for helicopters.

- HMMH developed user defined profiles and submitted them to FAA for approval.
- FAA reviewed the submittal and suggested some changes.
- HMMH revised the profiles and resubmitted the approval letter to FAA.

FAA review and approval is required for non-standard flight profiles

With FAA approval of the non-standard profiles, all model inputs are final.



Lantana Airport LNA PART 150 STUDY

Review of Noise Compatibility Planning

Lantana Airport LNA PART 150 STUDY

Part 150 Components

Part 1: Noise Exposure Map (NEM)

- Modeling data (e.g. operations, runway use)
- Flight tracks
- Land use information
- This data is all used to develop the Noise Exposure Map and Report
- Define a baseline and forecast NEM and scope of noncompatible land use

Part 2: Noise Compatibility Program (NCP)

- The NEM is used to develop a program to address noncompatible land use

Lantana Airport LNA PART 150 STUDY

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Lantana Airport LNA PART 150 STUDY

Noise Compatibility Program

NCP documentation must describe:

- Development of the program
- Each measure that the sponsor considered
- Reasons the sponsor elected to *include* or *exclude* individual measures
- Entities responsible for implementing each measure
- Implementation and funding mechanisms
- The predicted effectiveness of *individual measures* and *the overall program*.

FAA first *accepts* the NCP as compliant with Part 150 standards

FAA then reviews and *approves* or *disapproves* individual proposals

- Approval does not eliminate requirements for formal environmental assessment of any proposal pursuant to the National Environmental Policy Act (NEPA).
- FAA approval of individual measures is a prerequisite to application for federal funding

Noise Compatibility Program

Noise Abatement Strategies

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Noise barriers
- Runup enclosures
- Use restrictions
- Other actions proposed by stakeholders

Land Use Strategies

- Mitigation
  - Land acquisition
  - Sound insulation
  - Avigation easements
- Prevention
  - Land use controls
  - Zoning
  - Building codes
  - Comprehensive plans
  - Real estate disclosures
- Other actions proposed by stakeholders

Programmatic Strategies

- Implementation tools (rules, regulations, ordinances, etc.)
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM updating
- NCP revision
- Other actions proposed by stakeholders

Lantana Airport LNA PART 150 STUDY

Noise Abatement Strategies

Noise Abatement Strategies

Review the following three items for each category

1. Review existing voluntary measures
2. Discuss possible measures
3. Discuss next steps

Evaluation/approval of measures is limited to the noncompatible areas within the approved NEM contours.

In addition to the existing voluntary procedures, there is a 1991 Interlocal Agreement (IA) with the City of Atlantis.

Noise Abatement Strategies

Noise Abatement Flight Tracks

1. **Review existing voluntary measures**
   - Keep fixed wing pattern within 1 mile
   - Keep all helicopter pattern routes over airport – operate away from residential areas
   - Helicopter Flight training should remain north of Lantana Road, West of Lake Osbourne and East of Congress Ave, on airport property when possible
   - (IA) Departures over populated areas will be avoided by using a side-step maneuver
2. **Discuss possible measures**
3. **Discuss next steps**

Lantana Airport LNA PART 150 STUDY

Note:(IA) 1991 City of Atlantis Interlocal Agreement

Noise Abatement Strategies

Preferential Runway Use

1. **Review existing voluntary measures**
   - Runway 4-22 (was 3-21) preferred noise abatement runway (when conditions allow - calm weather runway) – [Runway 4 ~15% and Runway 22 ~7%, total ~22% of operations]
   - No intersection take-offs
   - No touch & go activity Runway 10-28 (was 9-27) any time [Runway 10 ~33% and Runway 28 ~8%, total ~41% of training operations]
2. **Discuss possible measures**
3. **Discuss next steps**

Noise Abatement Strategies

Arrival/Departure Procedures

1. **Review existing voluntary measures**
   - Fixed wing - Use best rate of climb on takeoffs
   - Fixed wing - Use FAA AC 91-36C or newer
   - Helicopter traffic pattern altitude is 1,000 MSL (was 500 MSL)
   - Helicopter - no activity conducted over populated areas
   - Helicopter - Use manufacturers recommended noise abatement procedures of FAA AC 91-66
   - (IA) Low-level ops will be kept within airport boundaries as much as safely possible
2. **Discuss possible measures**
3. **Discuss next steps**

Lantana Airport LNA PART 150 STUDY

Note:(IA) 1991 City of Atlantis Interlocal Agreement

Noise Abatement Strategies

Airport Layout Modifications

1. **Review existing voluntary measures**
   - (IA) DOA to establish run up locations
2. **Discuss possible measures**
   - Add an Airport Traffic Control Tower?
3. **Discuss next steps**

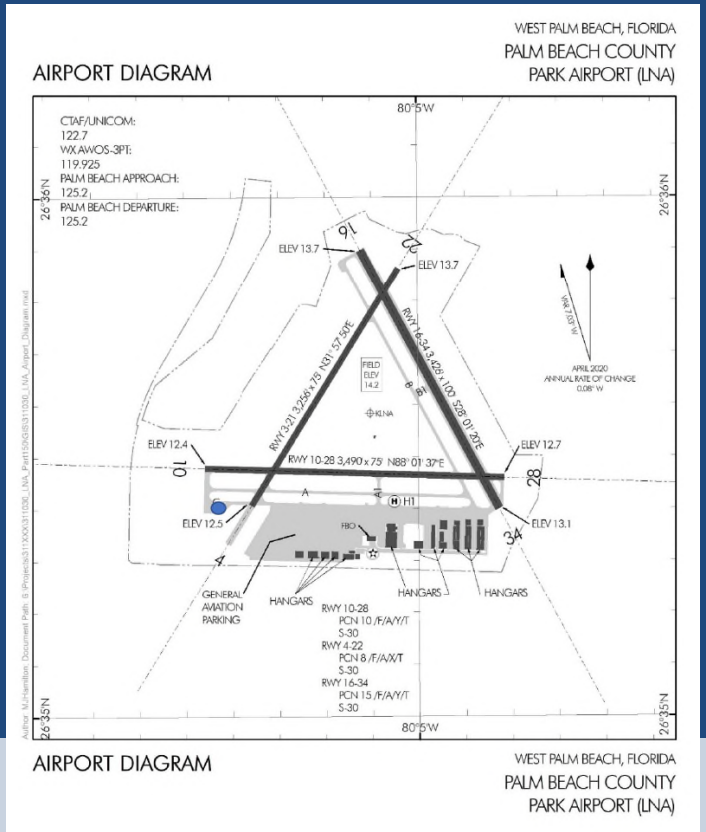
Lantana Airport LNA PART 150 STUDY

Note:(IA) 1991 City of Atlantis Interlocal Agreement

Noise Abatement Strategies

Noise Barriers or Runup Enclosures

1. Review existing voluntary measures
   - Fixed wing runups on hold area between Runway 4 and 10
2. Discuss possible measures
3. Discuss next steps



Lantana Airport LNA PART 150 STUDY

Noise Abatement Strategies

Use Restrictions

1. **Review existing voluntary measures**
   - All jet aircraft and aircraft over 12,500 lbs prohibited
   - No nighttime touch & go on any runway (M/F 10PM-7AM, S/S 10PM-8AM)
   - (IA) All regularly scheduled commercial passenger flights prohibited
2. **Discuss possible measures**
3. **Discuss next steps**

Lantana Airport LNA PART 150 STUDY

Note:(IA) 1991 City of Atlantis Interlocal Agreement

Land Use and Programmatic Strategies

Land Use Strategies

Subject of next meeting

1. **Review existing measures**
   - Florida Statute 333 – Unified Land Development Code (ULDC)
   - Airport Zoning
2. **Discuss possible measures**
3. **Discuss next steps**

Programmatic Strategies

Subject of next meeting

Implementation Tools

1. **Review existing voluntary measures**
   - Use Unicom at all times when in airport area
   - (IA) DOA to meet at least 2x per year with airport users and citizens to discuss status of restrictions, procedures and developments
2. **Discuss possible measures**
3. **Discuss next steps**

Lantana Airport LNA PART 150 STUDY

Note:(IA) 1991 City of Atlantis Interlocal Agreement

Programmatic Strategies

Subject of next meeting

Monitoring

1. **Review existing voluntary measures**
   - ANOMS (all four airports)
   - Webtrak (all four airports)
   - Noise comments
2. **Discuss possible measures**
3. **Discuss next steps**

Lantana Airport LNA PART 150 STUDY

Programmatic Strategies

Noise Comment Database

- Noise comments from 2019 were entered into a database to provide searchable, user-friendly format to track comments
  - Noise complaints for 2017, 2018 and 2020 are being entered into the database as well
- Since the last meeting, the Study team and the DOA met with two vendors that could provide enhanced noise comment tracking for LNA
  - PlaneNoise is an independent system that could work with the existing NOMS
  - Envirosuite (the current NOMS vendor) could enhance noise comment portion of the existing system
- The DOA will continue looking at options and we will discuss these in detail at the next committee meeting.

Review of Project Schedule and Contacts

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 and introduction to noise compatibility	June 1, 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/November 2020
NEM Public Comment Period and Public Workshop	NEM thirty-day public comment period and Public Workshop	January – February 2021
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.	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

Lantana Airport LNA PART 150 STUDY

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

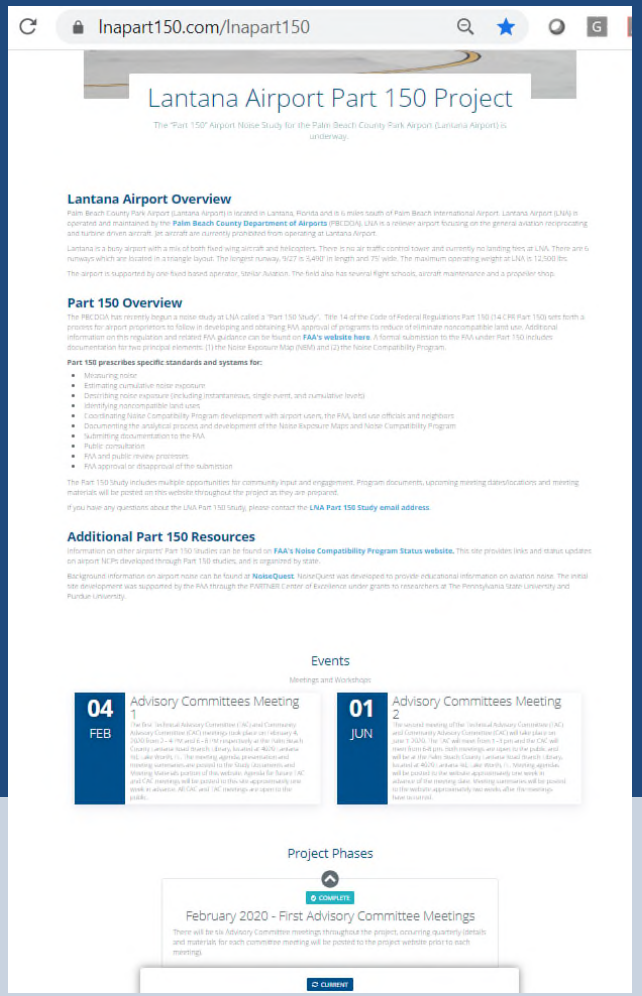
Address emails to: LNAPart150@hmmh.com

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/



Next Steps

- Continue developing Noise Exposure Maps and report
- Review existing noise measures
- Consider new abatement measures
- Consider land use and programmatic measures
- Public comment period and workshop

Wrap Up

Public Workshop on Draft NEM Report:

- January 2021
- Location TBD

Next TAC/CAC meetings:

- February 2021
- Lantana Road Branch Public Library
- Primary topic – Continued evaluation and discussion of NCP measures, review NEM public comments

Committee questions, comments, and discussion

Public Comments

Thanks for attending!

Lantana Airport LNA PART 150 STUDY

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Meeting Summary:

A Technical Advisory Committee (TAC) Meeting took place on Wednesday, October 28, 2020 from 1 p.m. to 3:30 p.m. through a virtual meeting zoom format open to the public. Attendees were asked to identify themselves as they entered the virtual zoom meeting to help document meeting attendees and identify committee members in attendance. The

meeting included TAC members, representatives from the Palm Beach County Department of Airports, representatives from the Federal Aviation Administration (FAA), and members of the public from surrounding local communities.

Mary Ellen Eagan, HMMH thanked participants for attending the meeting, discussed the meeting format and advised the group that the meeting was being recorded. She stated meeting summaries and recordings would be posted to the project website. She asked everyone to turn off web cameras and discussed how participants can ask questions and provide comments. She expressed the importance of TAC input to the success of the Study to develop goals and measures that are realistic and implementable. She asked those in attendance to participate in a respectful manner. Additional comments are welcome and can be submitted via the project email, which was provided and written in the comment box, LNAPart150@hmmh.com.

Katherine Preston, HMMH stated this is the third Technical Advisory Committee (TAC) meeting for this study. Prior to the meeting starting, the Department of Airports, Project Team and TAC Members introduced themselves.

Laura Beebe, Palm Beach County Director of Airports also thanked everyone for attending and participating. She asked everyone to share ideas to help with a successful study.

The presentation began with a review of the phasing of the Part 150 Study. Currently the team is developing the Noise Exposure Map (NEM) and draft contours. The team is waiting on data from FAA and approval of forecasts to complete work on the NEM. Once the draft NEM report is developed, there will be a public comment period and public workshop anticipated in early 2021. The development of noise mitigation measures and a Noise Compatibility Program (NCP) will be discussed over the next few meetings. A Draft Noise Model Input Memo was distributed to committee members and the Department of Airports over the summer, comments were received from several members, the comments were addressed and the final version of the memo was circulated this week.

Robert Mentzer, HMMH discussed the noise modeling and changes made to the noise modeling data based on comments received. He discussed the status of the forecast and the effect on airport operations due to the ongoing pandemic. He also presented on land use revisions, runway use revisions, operation revisions, and helicopter pattern profiles.

Mrs. Preston provided a review of noise compatibility planning and described the two Part 150 components. Discussion focused on the development of a noise compatibility program and the three types of strategies: noise abatement strategies, lane use, and programmatic strategies.

Mr. Mentzer began a discussion with the committee on Noise Abatement Strategies. The main discussion topics from the meeting are outlined below:

- Review of current voluntary measures

- The voluntary measures were established in the early 90's, and records were not kept regarding the process followed to develop the measures. The DOA will research available information on the measures' development for discussion at the next meeting.
- Aircraft and helicopter types and their activities are different today than when the measures were established (no flight schools or helicopter training at the time and fixed wing aircraft were slower than they are today).
- Measures are often not feasible, such as avoiding residential areas.

- Discussion of helicopter operations
  - Helicopter training activities cannot be confined to the airport boundary, particularly with beginning students.
  - The DOA was able to get the flight ceiling raised many years ago which allowed training pattern altitude to be raised.
  - Few areas identified west of the airport to use for training purposes, but there are constraints such as distance from the airport. Landing and take-off and emergency procedure training must take place at the airport.
  - Training patterns / circuits occur within a 1-2 mile radius
    - These training operations take place in 2-hour blocks Mon-Sat. starting at 9am.
    - Students skill level is often not adequate to conduct training operations in a manner that does not impact communities.
    - Helicopters operations depend on fixed wing operations and the runways in use.
  - Dan Crowe owner of Palm Beach Helicopters discussed measures put in place by his company to minimize noise which include:
    - Begin departure near the end of runway so helicopter can climb to reach 500 feet before leaving the airport and then continue to climb
    - Track flight time and determined that 20-30% of training time occurs in the immediate vicinity of the airport, other operations occur further away from airport.
    - Training is limited to between 9am – 4pm Monday through Saturday. Limit night training and a voluntary restriction on training on Sundays.
    - Weekly meetings with instructors to remind them of noise concerns

- Discussion of fixed wing operations
  - Keeping aircraft within 1 mile for training is tight, and depends on factors such as how many other aircraft are in the area. 1 to 2 miles is more likely especially is the pattern is full.
  - Runway use dictated by prevailing winds, which shift with time of year. Noise abatement runway 4/21 would be used when there is little to no wind.

  - Fixed wing operations use left pattern and helicopters use right pattern, where possible helicopters try to stay separate from fixed wing operations.

- Community concerns over helicopter and aircraft activity
  - Pattern helicopter traffic / training over neighborhoods
  - Low altitude and hovering of helicopters.
  - Would like to see aircraft depart over the park and more commercial areas.
  - Community members would like a flight tracking system that generates data acceptable to FAA.
- Information to be provided by TAC members at next meeting
  - Reference for the regulation or statue that prohibits helicopters from disturbing wildlife.
  - Map of areas where helicopters are currently completing training.
  - Background information on the voluntary measures currently in place and flight time statistics for helicopter training activity.
- Discussion of noise abatement runway use
  - Discussion regarding turns from runway 4 or 34, could fixed wing aircraft potentially turn north over the park and to avoid residential areas. Currently, fixed wing aircraft remain on runway heading until 500-700 feet altitude before turning.
  - Discussion about why the noise abatement runway (runway 4/22) is the least used (wind and weather conditions determine the runways for takeoff and landing).
    - The runway 4 end displaced threshold is unusable. If this was available, the available departure distance would be longer and could allow more aircraft to use runway 4. The arrival displaced threshold on runway 4 is due to the proximity to Lantana Road and obstructions / buildings.
    - Runway 4/22 is the shortest in length, some fixed wing aircraft need and would choose a longer runway. To use the full length of runway 22 or runway 4, fixed wing aircraft would have to taxi back due to the lack of a taxiway. and larger twin airplanes need more runway to take off and land on the runway. But could provide a benefit for airport and surrounding area.
    - Width is not the problem, but the length would make a difference. More runway would be higher altitudes at the end of the runway over the populated areas.
    - The DOA studied adjusting the runway several years and the NEPA requirements.
  - The ongoing Master Plan doesn't show any runway extensions. The Master Plan was put on hold to allow for coordination with the Part 150 Study. The Master Plan could be adjusted based on the outcomes of the Study.

- The committee discussed pattern altitude and areas where training activity can be conducted.
- Discussion of any other airport layout changes such as adding an Air Traffic Control Tower
    - If this measure is pursued the DOA could seek to participate in the contract tower program and have that funded through FAA. This is a feasible way to go.
        - DOA developed an application for the North County Airport as part of the agreement with the City of Palm Beach Gardens to allow for the extension of the runway and apply for the tower program for a control tower. FAA is reviewing this.
    - A tower could help increase use of runway 4/22 to help direct noise away from noise sensitive areas.
    - The tower may improve safety but would not direct pilots to avoid certain areas.
- Other measures discussed
    - DOA cannot prohibit certain types of activities from the airport such as helicopter training
    - DOA cannot ban certain types of aircraft from operating at the airport, except the current ban on jet aircraft, which is pending FAA review.
    - Airport hours of operation are working
- COVID-19 Impacts
    - Noise monitoring was being considered again for Fall 2020. Because of the restrictions in place the team decided to wait on measuring noise impacts during COVID-19. Anticipated in January or February at this time.
    - Three full days were captured previously and details of the measurements to be provided in the next meeting.

Mrs. Preston briefly discussed Land Use and Program Management strategies which will be the subject of the next committee meeting. The team wrapped up stating they are looking forward to discussing continued measures and thanked the participants for the great discussions. The project contact information was presented again with the project website information.

At TAC Meeting 4 the Study team will provide information from the two noise comment systems (PlaneNoise and Envirosuite).

Laura Beebe assigned homework for the committee members. She asked the members to think about the things they would like to see as part of the program and encouraged TAC members to remain engaged. She then asked if anyone had feedback on the meeting and ways to improve the meetings.

The meeting was adjourned.

Citizen Advisory Committee
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meeting included CAC members, representatives from the Palm Beach County Department of Airports, and members of the public from surrounding local communities.

Mary Ellen Eagan, HMMH thanked participants for attending the meeting, discussed the meeting format and advised the group that the meeting was being recorded. She stated meeting summaries and recordings would be posted to the project website, asked everyone to turn off web cameras, and provided instructions on how participants can ask questions and provide comments during the meeting. She expressed the importance of CAC input to the success of the study to develop realistic goals and identify measures that are realistic and implementable. She asked those in attendance to participate in a respectful manner. Additional comments are welcome and can be submitted via the project email, which was provided and written in the comment box, LNAPart150@hmmh.com.

Katherine Preston, HMMH stated this is the third CAC meeting for this study. She informed everyone how to comment using the chat feature. Prior to the meeting starting, the Department of Airports, Project Team and CAC Members introduced themselves.

Laura Beebe, Palm Beach County Director of Airports also thanked everyone for attending. She asked everyone to participate in the discussion. She spoke about the Technical Advisory Committee meeting held earlier in the day and asked the Committee Members from the CAC that are also on the TAC to share the discussion with the other CAC members.

The presentation began with a review of the phasing of the Part 150 Study. Currently the team is developing the Noise Exposure Map (NEM) and draft contours. The team is waiting on data from FAA and their approval of the forecasts prior to complete the NEM. Once the draft NEM report is developed, there will be a public comment period and public workshop anticipated in early 2021. The development of noise mitigation measures and a Noise Compatibility Program (NCP) will be discussed over the next few meetings. A Draft Noise Model Input Memo (the Memo) was distributed to committee members and the Department of Airports over the summer, comments were received from several members, the comments were addressed and the final version of the memo was circulated this week.

Robert Mentzer, HMMH discussed the Memo and changes made based on comments received. He discussed the status of the forecast and the effect on airport operations due to the ongoing pandemic.

He also presented on land use revisions, runway use revisions, operation revisions, and helicopter pattern profiles.

Mrs. Preston provided a review of noise compatibility planning and described the two Part 150 components. Discussion focused on the development of a noise compatibility program and the three types of strategies: noise abatement strategies, lane use, and programmatic strategies.

Mr. Mentzer began a discussion with the committee on Noise Abatement Strategies. The main discussion topics from the meeting are outlined below:

- Noise metric, measurements, and monitoring
  - Discussion on FAA's noise metric Day Night Average (DNL), which is based on 24 hours can be accurate in describing the noise at LNA which is only operational for 14 hours/day.
    - Day and night operations will be modeled separately.
    - Results are not skewed because the same metric is used to evaluate noise at other similar general airports.
    - Noise measurements are used a reference point and for comparison but cannot be used to calibrate the model. Measurements represent the conditions at that point in time.
- Helicopter modeling
  - Discussion regarding how helicopter training is factored into the noise model, including pattern training with multiple circuits around the airport, is this included in the noise model?
    - The circuits/ repetitive operations over the course of a year are factored in to get an average annual day for the modeling.
    - A typical pattern operation includes a departure, one circuit around the airport and landing to the same runway. For example: Three times around in the pattern would count as three circuit operations in the model.
  - Discussion regarding why helicopters hover, and how hovering is factored into the noise model.
    - Hovering is not incorporated in the noise model but can be identified as an area of concern as the NEM is prepared and mitigation measures are identified for the NCP.
    - Helicopters do not go out and hover over a residential neighborhood but may hover while waiting on a faster fixed wing aircraft to depart or land at the airport.
- Altitude
  - Discussion regarding concerns from residents over perceived low altitude operations, and whether that is factored into the noise model.
  - CAC members suggested using certain runways and keeping departures over the park until aircraft reach a certain minimum altitude before turning over residential areas.
- Impacts from COVID-19

  - Field noise measurements to resume in early 2021 to complete a full week of measurements.

- Helicopter Operations – Summary provided from discussions at TAC meeting earlier in the day.
  - During the TAC meeting, the Palm Beach Helicopters provided information regarding their operations including approximate amount of time spent in pattern training operations, emergency maneuvers and training, and why operations are not conducted further away from the airport (distance, restrictions on operations over wildlife refuge, etc.).
    - Palm Beach Helicopters agreed to provide data to the committee on the their typical schedule, daily operation times, percent of time spent in pattern operations, as well as applicable restrictions on training over certain wildlife protection areas).
    - Helicopter training takes place in two-hour blocks between 9am and 4pm.
    - Runway use is determined by fixed wing aircraft, and wind conditions drive aircraft runway use. Winds are seasonal and differ in winter and summer months.
  - Discussed potential modifications to runway 4 to allow additional use of existing pavement and if additional taxiways would improve use the runway. For example, if the DOA improved the overrun pavement on the runway 4 end they could increase the departure length available for aircraft, however the runway would be no longer than the other existing runways.

- Voluntary Measures
  - Current measures are voluntary and not always feasible.
  - Current measures were developed over 20 years ago, possibly without input from airport operators.
  - Operating conditions at LNA were very different when the measures were put into place (i.e. residential areas surround the airport now, helicopter training was not occurring at the airport when voluntary measures developed)
  - Department of Airports to investigate the history of how the guidelines were put in place and the level of participation at the time.

- Discussion of possible noise abatement / mitigation measures
  - Goals must be achievable and should balance needs of the community and airport users. For example, the DOA cannot impose a curfew or prohibit certain types of activities.
  - Discussion around the flight tracking system (ANOMS and Webtrak)
  - Committee members raised the following mitigation ideas: modification of flight tracks and turns away from residents, limits on certain activities during certain

times of day, altering pattern operations, incentives for helicopters to use Pahokee Airport instead of LNA.

Mrs. Preston briefly discussed Land Use and Program Management strategies which will be the subject of the next committee meeting. The team wrapped up stating they are looking forward to discussing continued measures and thanked the participants for the great discussions. The project contact information was presented again with the project website information.

During the next meeting (February 2021) the Part 150 Study team will provide additional information from the two noise comment systems (PlaneNoise and Envirosuite).

Laura Beebe asked the members to think about the things they would like to see as part of the program. She encouraged them to think of creative ideas for consideration and to remain engaged, and to attend the CAC meetings for additional information and context.

The team thanked the committee members and public for the participation.

The meeting was adjourned.