

Measure and description	NCP pages
<p>Operational elements:</p> <ol style="list-style-type: none"> 1. Noise Abatement Flight Paths for Turbojet Aircraft. Runways 27R, 13 and 31: Eliminate multiple noise abatement flight paths from these runways. All departing aircraft shall be assigned runway heading or corresponding wind corrected heading, regardless of Part 36 Stage. Runway 9L: Continue the use of multiple departure flight paths but eliminate the north turn departure track (075 heading) at the point in time at which the elimination of the northern track would not increase the cumulative noise level at any residential noise-sensitive area within the 65 dB DNL contour by 1.5 dB or greater. After the north departure path is eliminated, all aircraft shall be assigned runway heading, or corresponding wind corrected heading regardless of Part 36 Stage. The flight track improvements reduce the population within the [DNL 65 dB] noise contours by approximately 13%, from 9,889 to 8,636. FAA Action: Approved as a voluntary measure, wind weather and traffic permitting. The airport operator intends to prepare annual DNL contours (Measure 17, below), which will assist in carrying out the recommendations for Runway 9L. In response to the FAA's notice about the PBIA Part 150 NCP, the FAA received 59 comments, 54 of which were from residents of communities each of the airport (Runway 9 end) and supported continuation of multiple flight tracks. The NCP and a February 15, 1995, letter from the airport sponsor indicate that the Part 150 Technical Advisory Committee (TAC) carefully considered the alternative of continued use of multiple flight tracks. The TAC included, among others, voting representatives from the Town of Haverhill, the City of West Palm Beach, the Town of Palm Beach, the Citizens Committee on Aircraft Noise, the Old El Cid Noise Reduction Committee, and counsel for the residents who sued the airport in 1989. The alternative selected was considered a compromise because only some neighborhoods to the east supported continuation or increase of fanning, while the City of West Palm Beach Commission, by Resolution, and the majority of neighborhoods within West Palm Beach supported total elimination of fanning. The majority of the population within the five-year DNL 65 dB contour reside in West Palm Beach. 2. Preferential Runway Use Program. Corporate jet departures will be assigned Runway 31 when in the west flow. During the hours of 10 p.m. to 10 a.m. (off peak), Runway 27R will be the preferred runway, when safety and weather permit; it also will be the preferred calm wind runway during this period. During the hours of 10 a.m. to 10 p.m. (peak traffic period), runway 9L will be the preferred and designated calm wind runway. FAA Action: Approved as a voluntary measure. 3. Noise Abatement Departure Procedures. The Department of Airports (DOA) is in the process of analyzing the two Noise Abatement Departure Procedures (NADP) alternatives from the revised AC 91-53A. Based on the results of that analysis, the DOA will work with the Citizen's Committee on Aircraft Noise (CCAN) to select a procedure (or procedures, if the FAA permits) for implementation at the airport. The DOA will provide test results and final recommendations to the FAA at the earliest possible date, including an evaluation of any effect on the Noise Exposure Maps (NEM). FAA Action: Approved as a voluntary measure. Analysis of NADP alternatives for air carriers greater than 75,000 pounds (mgwt) is approved FOR STUDY ONLY. The airport operator may submit supplemental information, including the noise benefits, upon completion of its study and may request approval under Part 150 of specific departure procedure(s) to be used for large aircraft. 4. Maintenance Runup Procedures. No procedural changes are necessary for maintenance runups except that a revised runup request form should be implemented for better record-keeping. FAA Action: Approved. <p>LAND USE ELEMENTS: A combination of strategies in areas within the five year forecast 65 dB LDN contours and neighboring "buffer zones" for implementation were identified as being the most appropriate for inclusion in the revised NCP.</p> <ol style="list-style-type: none"> 5. Sound Insulation. The ongoing program proposed for the revised NCP will have three main phases: Development of sound insulation program; validation of the sound insulation program; and procedures for program implementation. Modifications may be made based on the technical assistance of the demonstration program. Any modifications will be based on DOT/FAA/PP-92-5 "Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations." After the DOA assesses the success of the demonstration program and the potential for the development of a large-scale sound insulation program, prospective participants will be notified. The DOA will follow FAA guidelines by encouraging and possibly requiring participating homeowners to grant an avigation easement in exchange for sound insulation modifications. The DOA will enter into a Homeowner Participation Agreement with interested residents and implement the program as funding becomes available. Four non-residential noise sensitive sites within the revised 5-year NEM will also be offered the opportunity to participate. The same guidelines will apply to these non-residential sites. FAA Action: Approved. 6. Easement Acquisition. The previous Noise Abatement and Mitigation Study (NAMS) recommended the use of avigation easements as a remedial land use strategy. The DOA has, on an on-going basis, acquired avigation easements. However, the easement acquisitions have not been part of a formal program. As a recommended measure of the revised NCP, the easement acquisition program will be implemented on a formal basis. Similar to the sound insulation program, the DOA will enter into an easement acquisition agreement and implement the program as funding becomes available. FAA Action: Approved. 7. Transaction Assistance. Transaction assistance was recommended in the previous NCP; however, this measure was never implemented. The measure relates to assurances by the DOA that a homeowner, within the noise exposure area, will receive assistance in the sale of affected structures. In exchange, the homeowner would grant to the DOA an avigation easement. The form of the assistance will be agreed to by the homeowner and the DOA and will be determined for specific structures on an individual basis. Homeowners' participation is voluntary. The DOA will publicize this program and contact homeowners who may be eligible for participation. FAA Action: Approved. This measure is subject to an evaluation at the time of implementation with respect to Airport Improvement Program (AIP) eligibility because some elements of the proposed transaction assistance program may be ineligible for Federal funding. 	<p>NCP, pages 31-34, Tables 2.2 (page 15) and 3.2 (page 61); PBIA Noise Abatement Bulletin.</p> <p>NCP, pages 35-36, Tables 2.2 and 3.1; PBIA Noise Abatement Bulletin; Appendix Volume, Table 1, TAC Meeting #9, page 4.</p> <p>NCP, pages 36-38, and Tables 2.2 and 3.1; PBIA Noise Abatement Bulletin, FAA Advisory Circular 91-53A, and letters dated 1/12/95 and 3/14/95 from PBIA.</p> <p>NCP, pages 38-39, Figure 2.4, and Tables 2.2 and 3.1; PBIA Noise Abatement Bulletin; Appendix Volume, Section 1 of Appendix A.2, Section 2.7 of Appendix I.2.</p>
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