

Measure and description	NCP pages
8. Land Acquisition and Relocation. The three previously described remedial land use measures (sound insulation, easement acquisition, and transaction assistance) are the primary remedial measures. If an individual or group of property/home owner(s) and the DOA determine that the implementation of any of the previous remedial measures are inadequate, then land acquisition and relocation will be considered. The DOA will follow all FAA noise land grant provisions for the purchase and disposal of property purchased under this program. FAA Action: Approved.	NCP, pages 45–46, and Tables 2.2 and 3.1.
9. Comprehensive Planning. Local comprehensive plans presently reflect other impacts. Aircraft noise should also be considered. It is recommended that local governments be strongly encouraged to amend their plans through plan amendments. In order to implement this measure successfully, the DOA will coordinate with each jurisdiction as to the timing and content of plan amendments. FAA Action: Approved.	NCP, page 47 and Tables 2.2 and 3.1.
10. Zoning. The previous noise study recommended zoning be addressed through the land development regulations. Draft text amendments have been developed which address the conversion of incompatibly zoned land to compatibly zoned. The DOA is working with the Palm Beach County Planning, Building, and Zoning Departments on strengthening the ordinance. It is a recommendation that the ordinance include: specific reference to the NEMs and the affected areas (including references to the current annual maps within the body of the ordinance), a change in the use regulation table to include a noise/land use compatibility determination, specific prohibition on zoning approval for noise sensitive sites within the designated noise affected areas. FAA Action: Approved.	NCP, page 47, Appendix J.2, and Tables 2.2 and 3.1.
11. Local Environmental Review. A formal local environmental review program should be established, with thresholds or mechanisms to trigger a local environmental review of proposed development if it lies within the environs surrounding PBIA. The following measures are recommended: designation of a governmental/airport liaison staff position to address, among other issues, airport/community development issues; environmental review of new development shall include zoning review, building structure and content, height review using FAR part 77 criteria and local land use regulations, noise/land use compatibility based on FAR part 150 guidelines and, when approved, the Palm Beach County airport land use compatibility zoning ordinance; and formal coordination meetings between the liaison and other local government staff be held on a monthly basis. FAA Action: Approved except for measures pertaining to FAR part 77 height criteria, which is disapproved for purposes of part 150. Part 77 height/hazard zoning is not a noise mitigation measure and is not approvable under part 150. The airport operator is encouraged to incorporate part 77 into its overall environmental review process.	NCP, page 48 and Tables 2.2 and 3.1.
12. Real Estate Disclosure. This measure involves disclosure to a potential property/homeowner of a property's location relative to noise exposure contours of PBIA. A real estate disclosure program addressing the following is recommended: Make the revised NEMs and NCP matters of public record; update the public record of the NEMs and NCP annually; provide all officially listed realtors in Palm Beach County with information detailing noise contours every six months; and include a noise notice in the public record and real estate information. Guidelines of the Florida DOT and Real Estate Code, agents are obligated to inform prospective buyers of any known or potential issues of which they are aware. The burden of notification is shifted from the DOA to the real estate agents. FAA Action: Approved.	NCP, pages 48–49 and Tables 2.2 and 3.1.
13. Building Code Revision. This measure references the revision of the local building codes (Southern Standard) to require that proper noise insulating materials are used in new construction or re-development. This measure was recommended in the original NCP and is included as a recommendation of the Revised NCP. The April 1987 PBIA Noise Abatement and Mitigation Study (NAMS) provided detailed information on how the codes should be revised, in section 5 of the document. The information contained in that report is still valid and is reprinted in Appendix J.2. DOT/FAA document PP–92–5, "Guidelines for the Sound Insulation of Residences Exposed to Aircraft Operations", will be made available at all local government building departments. FAA Action: Approved.	NCP, page 49, Tables 2.2 and 3.1, Appendix J.2.
14. Easement Acquisition—Undeveloped Land. This measure involves acquisition of aviation easements for undeveloped parcels within and in close proximity to the DNL 65 and DNL 70 noise contours as added protection from noncompatible future development. The DOA, through local government/airport liaison, will identify all undeveloped parcels. Based on the level of success of the other preventive measures, for those parcels that may still be zoned to allow incompatible development, the DOA will contact the property owners regarding the acquisition of an aviation easement from the undeveloped parcel's property rights. FAA Action: Approved. The airport operator intends to purchase an easement to prevent noncompatible development.	NCP, page 49, Figure 2.5, and Tables 2.2 and 3.1.
15. Land Acquisition—Undeveloped Land. In some instances, none of the recommended preventive land use strategies would prevent an undeveloped parcel from being developed incompatibly. In those instances, the DOA may consider acquiring the property. The use of the local environmental review measure [Measure 11 in this Record of Approval] will provide notification to the DOA of such instances. The implementation process will follow the same procedures as those for developed land [Measure 8 in this ROA]. FAA Action: Approved. This measure is subject to an evaluation at the time of implementation that the property is within the DNL 65 dB contour, and to a determination that the undeveloped property either has been zoned incompatibly or is in imminent danger of being developed incompatibly unless it is acquired by the airport operator.	NCP, page 49, Tables 2.2 and 3.1.
IMPLEMENTATION, MONITORING, AND REVIEW ACTIONS:	
16. Noise and Operations Monitoring System. The DOA will acquire and install a noise and operations monitoring system to support implementation, monitoring, and review of other NCP elements. The major components of the system will be flight track monitoring, aircraft performance monitoring, noise monitoring, user interface & database management, meteorological monitoring, audio & tower radio monitoring & recording capabilities, and aircraft & flight identification components. FAA Action: Approved.	NCP, page 50 and Tables 2.2 and 3.1.
17. Prepare Annual L_{dn} Contours. The DOA Noise Office will continue to develop annual L_{dn} contours to meet a PBIA commitment to an ongoing annual review of the noise contours. FAA Action: Approved.	NCP, page 50 and Tables 2.2 and 3.1.
18. Annual Review of Magnetic Headings. It is recommended that the FAA Air Traffic Control Tower, with DOA assistance, review the magnetic headings annually and revise the departure instructions to pilots to reflect changes in the magnetic heading of the airport's runways. FAA Action: Approved.	NCP, page 51 and Tables 2.2 and 3.1.