



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

ORLANDO AIRPORTS DISTRICT OFFICE  
9677 Tradeport Drive, Suite 130  
Orlando, Florida 32827-5397

September 12, 1991

Mr. Nelson Rhodes  
Airport Director  
Boca Raton Airport Authority  
3700 Airport Road, Suite 204  
Boca Raton, FL 33431-6403

COPY

Dear Mr. Rhodes:

The Federal Aviation Administration (FAA) has evaluated the Noise Compatibility Program (NCP) for Boca Raton Airport contained in the Part 150 Study and related documents submitted to this office under the provisions of Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979. The recommended noise compatibility program proposed by the Boca Raton Airport Authority is identified by action element number on pages 2-11, 3-11, 3-12, 3-24, 5-14 to 5-16, 5-21, and 9-3 to 9-5 of the FAR Part 150 Airport Noise Compatibility Study notebook. I am pleased to inform you that the Administrator has approved eleven (11) of the fifteen (15) proposed action elements in the Noise Compatibility Program in full. Three (3) elements were disapproved for the purposes of Part 150 and one (1) element was disapproved pending submission of additional information. The specific FAA action for each noise compatibility program element is set forth in the enclosed Record of Approval. The effective date of this approval is August 19, 1991.

All of the approval actions are more fully explained in the enclosed Record of Approval.

Each airport noise compatibility program developed in accordance with FAR Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measure should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Aviation Safety and Noise Abatement Act of 1979, and is limited to the following determinations:

The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

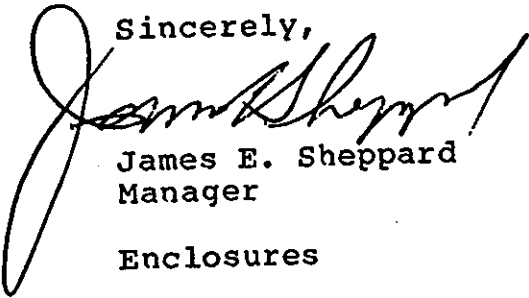
Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against type or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal government.

Program measures relation to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems, or adversely affecting other powers and responsibilities of the administrator prescribed by law.

Specific limitation with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Orlando Airports District Office, Orlando, Florida.

Sincerely,



James E. Sheppard  
Manager

Enclosures

cc: FDOT

RECORD OF APPROVAL

BOCA RATON AIRPORT BOCA RATON, FLORIDA

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration, It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150, These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program, The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

MEASURE —	DESCRIPTION	NCP PAGES
1.	Voluntary Runway 5 noise abatement turn to 3600 to climb west of I-95. Maintain heading until reaching 1,500 ft. This procedure is currently in effect,	3-11
FAA Action:	Approved	
2.	Establish a voluntary Runway 23 noise abatement turn to 2550 to climb over commercial area southwest of airport. Maintain heading until reaching 1,500 ft.	3-12
FAA Action:	Approved	
3.	Continue left hand traffic pattern on Runway 5.	2-11
FAA Action:	Approved	
4.	Continue right hand traffic pattern on Runway 23.	3-12
FAA Action:	Approved	



MEASURE	DESCRIPTION	NCP PAGES
10.	Establish a circling approach to either runway end (5/23) from the Palm Beach International (PBI) VOR.	5-16
FAA Action:	Disapproved for the purposes of Part 150 in that it does not contribute to noise reduction. This disapproval is limited to Part 150 and should not be construed as a disapproval outside of the Part 150 process relative to the potential capacity enhancement benefits of this measure.	

### Land Use Strategies

11.	Revised Zoning and Land Use Ordinances. Local jurisdictions should use the Part 150 criteria as a minimum and apply more stringent land use controls which would restrict the future development of residential units within the 60 DNL contour and above.	9-3
FAA Action:	Approved	
12.	Revised Building Codes. Revise the building codes to require that adequate materials and techniques be used in achieving proper noise insulation in new construction.	9-4
FAA Action:	Approved	
13.	Enactment of Environmental Review Process. This program should establish a threshold to trigger an environmental review of existing or proposed development potentially located within the sensitive noise contours.	9-4
FAA Action:	Approved	
14.	Incorporation of Study Findings in Comprehensive Plans. The comprehensive plans for the City of Boca Raton and Palm Beach County should fully address the issue of aircraft noise on existing and proposed land use.	9-5
FAA Action:	Approved	

**MEASURE****DESCRIPTION****NCP PAGES**

15.

Fee Simple Acquisition of residential zoned land in 65 and 70 DNL contours after implementation of other strategies,

9-5

**FAA Action:**

Disapproved pending submission of additional information. The noise exposure maps do not depict residential uses within the 65 and 70 DNL contours either presently or in 1994. In addition, they do not establish a clear threat to the lands which are zoned but not yet developed as residential.