

Part 150: Records of Approval

Ft. Lauderdale Executive Airport, Florida

Approved on 9/23/97

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. The FAA has provided technical advice and assistance to the airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of measures in this ROA will be subject to applicable environmental or other procedures or requirements.

The operational and land use control measures below summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program (NCP) and are cross-referenced to the program. The statements contained within the summarized operational and land use control measures and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

OPERATIONAL MEASURES

3.2.1 Revised Measure: Informal Nighttime Preferential Assignment of Runway 26 to All Aircraft.
<

It is recommended that the existing nighttime (10 p.m. through 7 a.m.) preferential use of Runway 26 by turbojet aircraft be extended to be applicable to all aircraft to reduce overflight of the populated areas closest to the airport. This measure results in a reduction of 31 people within the 65 dB Ldn noise contour and operates in conjunction with the noise abatement flight path for Runway 26 departures (turn to a heading of 310o) discussed below. (pgs. 20, 49, 50 and 52; Figures 5.1 and 5.2; and Tables 3.2, 3.5, 5.3, 5.4 and 5.5).

FAA Action: Approved as a voluntary measure.

3.2.2 Existing Measure: Voluntary Restriction of Jet Use of Runway 13/31.

It is recommended that the existing voluntary restriction of jet use of Runway 13/31 be continued. The elimination of this measure would dramatically increase direct jet overflights of the close-in residential areas under the extended centerlines of runways at the airport, in areas where jet operations currently are rare. Increased jet use would almost certainly result in a vigorous community reaction. (pgs. 20 and 50; Tables 3.2, 3.5, 5.1, 5.2 and 5.3; and Appendix C).

FAA Action: Approved as a voluntary measure.

3.2.3 New Measure: Relax Runway 08 Departure Altitude Restriction.

Because of air traffic transiting the airspace around Fort Lauderdale Executive Airport (FXE) (largely from Fort Lauderdale-Hollywood International), the FAA currently restricts initial climb

altitudes on departure from FXE to 2,000'. This measure recommends eliminating or relaxing this restriction. (pgs. 20, 21 and 56; Tables 3.2, 3.5, 5.3 and 5.7; and Figure 5.4).

FAA Action: Disapproved for purposes of Part 150. The Air Traffic Control Tower commented that this procedure is already done to the maximum extent possible. Both FXE and Miami Tower personnel make every effort to climb aircraft to their cruising altitude as soon as traffic conditions permit. To eliminate the restriction, or to further relax it beyond current airport traffic capabilities, would impact air traffic efficiency and is therefore disapproved.

3.2.4 Revised Measure: Noise Abatement Pattern Procedures.

This measure proposes to raise the propeller pattern altitude from 1,000' to 1,200', extend the upwind leg for Runway 31 departures out to the turnpike, and extend the approach leg for Runway 13 arrivals out to the turnpike. This measure would result in a reduction of 30 people within the 65 dB Ldn noise contour. (pgs. 21, 22 and 54; Tables 3.2, 3.5, 5.2, 5.3 and 5.6; and Figure 5.3).

FAA Action: Approved in part as a pilot request, voluntary measure, with respect to the proposal to extend the upwind leg for Runway 31 departures out to the turnpike. The measure is disapproved in part for the proposals to raise the propeller altitude and extend the approach leg for Runway 13 arrivals out to the turnpike. Raising the propeller altitude would have a severe impact on traffic at FXE and on traffic transiting into the Ft. Lauderdale-Hollywood International Airport, or working with Miami Approach Control overhead Ft. Lauderdale Executive Airport. The Air Traffic Control Tower (ATCT) expressed concern that the Runway 13 arrival change would create at least a 2 1/2 mile longer pattern, more delays and a safety hazard due to the distance from the tower, and limited visibility for the ATCT at that distance.

5.7.3 Existing Measure: Voluntary Use of National Business Aircraft Association and Manufacturers' Procedures.

This measure recommends continuation of an existing voluntary measure where pilots are requested to use National Business Aircraft Association (NBAA) recommended noise abatement procedures developed for corporate jet pilots or individual aircraft manufacturer developed aircraft-specific abatement procedures. The program recommends use of the "standard" departure procedure. Airport signs notify pilots. (pgs. 58 and 114; Tables 3.2, 5.1, 5.2 and 5.3; and Appendix C).

FAA Action: Approved as a voluntary measure.

3.2.5 Revised Measure: R/W 26 Departure Heading; Initiate Turns After Crossing NW 31st Avenue.

The original Noise Compatibility Program included a turn to a heading of 280o for nighttime turbojet departures off of Runway 26. This procedure was implemented as a turn to 310o. It was extended to apply to fixed wing aircraft departing on this runway 24 hours per day. This measure recommends modifying the existing measure so the noise turn for aircraft departing Runway 26 would be initiated after crossing NW 31st Avenue for VFR guidance. Under instrument conditions, pilots should use the Runway 08 ILS approach middle marker for guidance. This measure reduces the population within the 65 dB Ldn noise contour by 631 people. (pgs. 22, 63 and 65; Tables 3.2, 3.5, 5.3, 5.9 and 5.10; and Figures 5.8 and 5.9).

FAA Action: Approved as a voluntary measure.

3.2.6 Existing Measure: Runway 08 Departure Headings.

This measure recommends continuation of a noise abatement departure turn to the north, along I-95, for jets departing on Runway 08. The procedure requires all jets with destinations other than eastbound to be assigned a heading of 330o, with turns to be initiated "abeam of I-95". All eastbound departures, regardless of aircraft type, are assigned to a heading of 090o. Propeller-driven aircraft with non-eastbound destinations are assigned a heading of 300o. Emergency flights and medical "life flights" are exempt. The elimination of this procedure would approximately double the population within the 65 dB Ldn contour. (pgs. 22, 58 and 59; Tables 3.2 and 5.8; Figures 5.5, 5.6 and 5.7; and Appendix C).

FAA Action: Approved as a voluntary measure.

3.2.7 New Measure: Voluntary Use of Runway 08 "Quiet One" Departure Procedure.

This measure recommends continuation of the current "Quiet One" departure procedure for nighttime (10 p.m. through 7 a.m.) eastbound jet departures on Runway 08. The procedure applies to visual meteorological conditions only and is initiated at pilot request only. The procedure is published as a climbing left 360o turn to 090o then commence a standard rate turn so as to remain within 5 nautical miles of FXE and north of Runway 8 centerline until on assigned heading. This procedure provides a reduction in single event noise levels over residential areas east of the airport, including approximately 400 people within the 65 dB Ldn noise contour. (pgs. 23 and 67; Tables 3.2, 3.5 and 5.3; and Figures 5.10, 5.11 and 5.12).

FAA Action: Approved as a voluntary measure.

3.2.8 New Measure: Voluntary Restriction of Nighttime (10 pm - 7 am) Touch-and-Go Operations.

This measure includes only a request that pilots and Fixed Base Operators limit all touch-and-go activity, particularly nighttime operations, on a voluntary basis. This measure reduces the number of people from within the 65 dB Ldn noise contour. (pgs. 24 and 76; and Tables 3.2, 3.5 and 5.3).

FAA Action: Approved as a voluntary measure.

3.2.9 Existing Measure: Support of Airport Perimeter Development as Noise Barrier.

The program recommends continuation of an existing measure calling for the City to promote development of property on the airport perimeter in such a manner that the structures can act as noise barriers for neighboring residences. (pgs. 24,87 and 88; Tables 3.2 and 5.2; Figure 5.18; and Appendix C).

FAA Action: Approved.

3.2.10 Existing Measure: Aircraft Engine Runup Time and Location Restrictions.

This recommends continuation of an existing restriction on the time and location of maintenance runups which is included in the Fort Lauderdale City Code. No maintenance runups are allowed between 7:00 p.m. and 7:00 a.m. and are limited to a location designated by the Air Traffic Control Tower. The designated runup area is at the compass rose as shown on figure 5.19 in the NCP document. The City Code will be revised to depict the location of the compass rose as the only site for maintenance runups unless the City authorizes alternate locations and the Airport Rules and Regulations manual will be revised to reflect the City Code. These existing restrictions

have largely eliminated citizen complaints related to engine runup noise. (pgs. 25 and 88; Tables 3.2 and 3.5; Figure 5.19; and Appendix C).

FAA Action: Approved.

LAND USE MEASURES

3.3.1 Existing Measure: Corrective Land Use and Zoning Changes.

It is recommended that the City continue monitoring of land use and zoning requests in its environs to encourage appropriate changes to more compatible categories for vacant and developed land and to discourage inappropriate changes. Where changes could result in noncompatible land use but cannot be prevented, other corrective measures provided at the expense of the applicant should be pursued to maintain compatibility. The City will transmit the approved Noise Exposure Maps (NEM) to each local government with jurisdiction over land surrounding FXE along with a written request that they maintain land use compatibility and notification that no federal/airport funding will be available for corrective measures associated with any new non-compatible development within the noise contours depicted on the NEM. (pgs. 26, 101 and 102; Tables 3.3, 3.6, 6.1, 6.2 and 6.5; and Figures 4.1 and 4.2).

FAA Action: Approved.

3.3.2 Existing Measure: Preventive Development Controls.

It is recommended that the Airport staff continue consultation with City and County planning, building, zoning and legal staff to explore the feasibility of enacting site plan and building code measures to minimize the potential for noise impacts. (pgs. 26, 107 and 108; and Tables 3.3, 3.6, 6.1, 6.2 and 6.5).

FAA Action: Approved.

3.3.3 Existing Measure: Preventive Fair Disclosure.

It is recommended that the existing measure for fair disclosure primarily by NEM publication be continued. Dissemination and explanation of the Airport Master Plan and NEM to realtors and local government staff are recommended to ensure that potential residents are aware of the airport and its operations. This measure will protect both the airport and potential property owners. (pgs. 26 and 108; and Tables 3.3, 3.6, 6.1, 6.2 and 6.5).

FAA Action: Approved.

3.3.4 New Measure: Monitor to Determine Exact Extent of Contour into Residential Area.

It is proposed that the City install one of the permanent noise monitors off the western end of Runway 08/26 within or close to the Village Park Mobile Home Park to measure actual noise levels. This will allow the City to fine tune implementation of the procedure to have pilots delay the initiation of the Runway 26 departure heading until they cross NW 31st Avenue so as to eliminate or reduce the encroachment of the contours into the property. Therefore, this measure would assist in the implementation of other measures. (pgs. 27, 110 and 115; and Tables 3.3, 3.6, 3.7 and 6.5).

FAA Action: Approved.

CONTINUING PROGRAM MEASURES

3.4.1 Existing Measure: Noise Abatement Advisory Committee.

This will continue the Community Advisory Committee (CAC) which was established in the original Part 150 study to meet with FXE and other City staff throughout the year, as required, to discuss issues related to aircraft noise. The CAC provides a formal mechanism for ongoing dialogue with the community on noise issues. (pgs. 29, 113 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

3.4.2 Existing Measure: Noise Abatement Officer.

This will continue a full-time Noise Abatement Officer position which was established in the original Part 150 study. The Officer is responsible for operation of the permanent monitoring system, community liaison regarding noise issues, collection of and response to noise complaints, implementation of the NCP, and ongoing noise compatibility planning efforts. The Officer is a critical element of the ongoing implementation and success of the NCP. (pgs. 29, 113 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

3.4.3 Existing Measure: Permanent Noise Monitoring System.

It is proposed that the City expand the existing noise monitoring system by adding a minimum of four new permanent noise monitors, a minimum of two compatible portable noise monitors, and expanded central database management capabilities. The monitoring system provides the City with objective and accurate information to use in implementing NCP elements, monitoring the effectiveness of the NCP, and responding to citizen inquiries. (pgs. 29, 114, and 115; Tables 3.4, 3.7 and 7.1; and Figure 3.1 of the NEM document).

FAA Action: Approved. FAA participation in monitors will be limited to an additional four permanent monitors and two portable monitors unless FAA later specifically determines additional noise monitors are needed on a case-by-case basis.

3.4.4 Existing Measure: Public Information Program.

This will continue a public information program by the Airport staff through verbal and written briefings to the CAC, Aviation Advisory Board (AAB) meetings, briefings to City Commission meetings, and presentations to outside organizations, such as homeowner associations. This measure is a critical component of the ongoing dialogue with outside parties, to ensure that the NCP operates efficiently and effectively. (pgs. 29, 113 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

3.4.5 New Measure: Airfield Signs.

It is proposed that the City install four additional signs on the airfield that inform departing pilots of the key noise abatement procedures to insure that all relevant locations have signs. (pgs. 30 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved. Signs must not be construed as mandatory air traffic procedures. The content and location of airfield signs are subject to specific approval by appropriate FAA officials outside of the Part 150 process and are not approved in advance by this determination.

3.4.6 New Measure: Pilot Manual Insert.

The city has arranged for the printing of a full color informational insert on FXE in a format that is compatible with the Jepson Sanderson manual which includes a notice on the Runway 08 departure procedures. It is also recommended that the City reprint inserts prepared by the City that addresses the Runway 08 departure procedures. (pgs. 30 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

3.4.7 Existing Measure: NCP Review and Revision.

This measure continues provisions for continuing review and evaluation of proposed changes to the NCP between overall updates as proposed in the NCP. This provides for amendment to the details of the NCP, to ensure its continued efficiency and effectiveness. (pgs. 30, 31, 113 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.

3.4.8 Existing Measure: NEM and NCP Updates.

The NCP recommends that the City update the NEM every five years, or as required by changed conditions, pursuant to FAA guidelines. Should the revised NEM indicate that changed conditions have diminished the effectiveness or efficiency of the NCP, the City will evaluate the NCP and update it as required. This will keep the NEM and NCP up to date. (pgs. 31, 113 and 114; and Tables 3.4, 3.7 and 7.1).

FAA Action: Approved.