

**RECORD OF APPROVAL
VERO BEACH MUNICIPAL AIRPORT
VERO BEACH, FLORIDA**

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)).

While this is the airport sponsor's first Part 150 noise compatibility study, the airport already had implemented noise mitigating measures to improve airport-land use compatibility before undertaking this study.

Approvals in this ROA 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

1. Maintenance Run-up Practices

This measure is to amend the existing voluntary procedures for Aircraft Engine Maintenance Run-ups to include that aircraft will be oriented in a northerly direction during clam wind and other proper wind conditions at the existing run-up pad. Should this method prove unsatisfactory following implementation, the alternative of aircraft orientation plus noise barrier/earth berm may be pursued based upon further analysis.

The existing maintenance engine run-up procedures will continue with the following measures: All maintenance run-up areas must be considered to ensure safety, practicality and the most community friendly location; Maintenance run-ups should be performed at an established maintenance run-up area on the tenant's leased property for no more than 15-20 minutes at a time; For extended run-ups or multiple run-ups proportionate to the 15-20 minute limit, run-ups shall be completed on the run-up area

for Runway 22 or Runway 11R; and, Maintenance run-ups should be scheduled between the hours of 7:00 AM and 9:00 PM. In the event a maintenance run-up must be performed beyond the permitted hours, the run-ups should take place at the Designated Run-up Locations (Figure 2.2). (NCP, pages 13, 15-18, Figure 2.2, Figure 2.3, and Figure 2.4)

FAA Action: Continuation of existing maintenance run-up procedures, as modified, is **approved as voluntary as traffic, weather, and airspace safety and efficiency permit.**

Further analysis of a noise barrier/earth berm is **approved.**

2. Voluntary Touch and Go Flight Training Procedures

The City of Vero Beach will continue the following current touch and go procedures: Runway 11L/29R and 4/22 will be closed to touch and go traffic when the tower is closed (currently 9:00 PM to 7:00 AM); Runway 11R will use left traffic pattern when the tower is closed; Runway 29L will use a right traffic pattern when the tower is closed; The Traffic Pattern Altitude (TPA) for propeller aircraft will be 1,000 feet above ground level and turboprop and jet aircraft will use 1,500 feet above ground level; Touch and go operations are strongly discouraged during the hours of 10:00PM to 7:00 AM (local) Monday – Saturday, and 10:00 PM to 12:00 noon (local) on Sunday; and, Intersection departures are discouraged. (NCP, pages 19-21)

FAA Action: Approved in part as voluntary, disapproved in part.

Measures to set the traffic pattern altitude and hours of touch and go operations are **approved as voluntary.** Page 21 states “The revised NEM (Figure 2.1) reflects the benefits of this measure by maintaining the DNL contours within areas of compatible land use.”

The measure to close the crosswind runway is **disapproved.** For purposes of aviation safety, the crosswind runway should be made available for use during high crosswind conditions regardless of the time of day. There is insufficient information in the NCP about potential noise benefits if this measure were to be implemented on a voluntary basis.

The measure to have converging traffic patterns (Runway 11R left traffic pattern with Runway 29L right traffic pattern when the tower is closed) is **disapproved.** The FAA considers this procedure to have the potential to cause an unsafe situation.

3. Voluntary Noise Abatement Departure Procedures

The City of Vero Beach will continue to recommend that pilots use National Business Aviation Association (NBAA) close-in noise abatement departure profile. (NCP, pages 21-22)

FAA Action: Approved as voluntary as traffic, weather, and airspace safety and efficiency permit.

4. Runway 11R Straight-out Noise Abatement Departure Track for Jet Aircraft

The following changes to jet aircraft departure tracks are recommended:

- At the appropriate time with regard to the installation of the Vero Beach (VRB) ASR-11, the City of Vero Beach will initiate the development of a Departure Procedure to facilitate the use of the straight-out noise abatement departure track for Runway 11R, and potentially Runway 29L.
- For Runway 11R, following the installation and commissioning of the VRB ASR-11, departing jet aircraft may be assigned a straight-out departure heading.
- Until commissioning of VRB ASR-11, Runway 11R will maintain use of alternate straight-out, left and right departure headings. (NCP, pages 22-24)

FAA Action: Disapproved. All three headings for departures on Runway 11R are required for successive departures because of current non-radar services, as determined by FAA's Miami ARTCC. In addition, this measure does not satisfy FAR Part 150 approval criteria because it does not provide evidence of a noise benefit.

LAND USE MEASURES

5. Airport Zoning

The City of Vero Beach recommends that the Noise Impact Zone, which is currently defined as the area extending from the edge of the pavement of each runway a distance equal to one-mile on either side of each runway centerline, and two-miles at the end of each runway, be revised to encompass areas of known high community annoyance and areas where noise monitoring and modeling data support special consideration. (NCP, pages 25-28, Figure 2.5)

FAA Action: Approved in part. This measure is approved to the extent it includes the existing and forecast NEM DNL 65 dB noise contour. The DNL 65 dB noise contour falls completely on airport property. The airport sponsor adopted the Federal guidelines designating DNL 65 dB as the level at which aircraft noise is compatible with residential land uses and the local jurisdiction has not adopted local land use compatibility standard below the DNL 65 dB contour. Outside the DNL 65 dB contour, FAA as a matter of policy encourages local efforts to prevent new noncompatible development immediately abutting the DNL 65 dB contour and to provide a buffer for possible growth in noise

contours beyond the forecast period. The federal government has no authority to control land use. The local governments have the authority to implement this measure.

The revised noise zone would not be consistent with the Federal criteria adopted in Part 150, which uses the Annual Day-Night Average Sound Level (DNL) metric to determine community annoyance. The DNL metric has continued support as the principal means for describing long-term noise exposure of civil and military aircraft operations. "Currently, the best available measure of [community annoyance] is the percentage of the area population characterized as 'highly annoyed' (%HA) by long-term exposure to noise of a specified level (expressed in terms of DNL)." (excerpted from FICON 1992 Report, *Federal Agency Review Of Selected Airport Noise Analysis Issues*, Section 3.2.2.1)

6. Real Estate Disclosure

The City of Vero Beach recommends the following:

- The City of Vero Beach will publish the airport noise exposure contours in the Vero Beach Press Journal and Hometown News three times each year. The publication will include a diagram of the contours overlaid with an illustration of the Noise Impact Zones and three-mile notification area;
- The City of Vero Beach will send the contours along with appropriate text to explain the contours and their meaning, on a routine basis, to the Indian River County Board of Realtors for their notification;
- The City of Vero Beach will develop a method to notify individual property owners of their location within the three-mile notification area; and,
- The City of Vero Beach should monitor efforts of the Florida Legislature to enact a State Statute requiring real estate disclosure at all airports. (NCP, page 28)

FAA Action: Approved in part. Elements recommending publication of the noise contours, distributing and explaining the meaning of the noise contours to the Board of Realtors, and monitoring efforts of the Florida Legislature to enact a State statute requiring real estate disclosure at all airports are approved. The DNL 65 dB noise contour falls completely on airport property. Outside the DNL 65 dB contour, FAA as a matter of policy encourages local efforts to prevent new noncompatible development immediately abutting the DNL 65 dB contour and to provide a buffer for possible growth in noise contours beyond the forecast period. The federal government has no authority to control land use. The local governments have the authority to implement this measure.

7. Periodic Noise, Operations and Flight Track Monitoring

The City of Vero Beach recommends the periodic collection of data as part of the NCP implementation to evaluate the effectiveness of the voluntary touch and go training

procedures and the “close-in” noise departure procedure by jet aircraft. It will allow the City of Vero Beach to monitor any changes in the airport’s fleet mix and other operational characteristics that may trigger the need to revise the noise exposure maps of the NCP. (NCP, pages 28-30)

FAA Action: Approved in part. Approved with respect to monitoring to determine if operational increases or other changes at the airport occur that are of sufficient magnitude to significantly affect the 5-year NEM 65 dB noise contour. The airport sponsor adopted the Federal guidelines designating DNL 65 dB as the level at which aircraft noise is compatible with residential land uses and the local jurisdiction has not adopted local land use compatibility standard below the DNL 65 dB contour. For purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any preset noise thresholds and shall not be used for mandatory enforcement of any voluntary measure.

8. Pilot Education

This program includes publication of flight cards or inserts designed to fit into a pilot’s flight manual, customized poster to be placed in all FBO flight planning rooms and flight schools, and an informational handout to be provided to the area’s flight training students, and available at FAA Flight Standards District Office pilot safety and training seminars. (NCP, pages 30-31)

FAA Action: Approved. Inserts or other information must not be construed as mandatory air traffic procedure. The content of the inserts are subject to specific approval by appropriate FAA officials outside of the FAR Part 150 process and are not approved in advance by this determination.

9. Community Information Program

The City of Vero Beach recommends the development of an ongoing community information program to maintain the current level of education of involved citizens, and to reach new residents and others who become interested in the activities at VRB and the City’s efforts to control aircraft noise impacts. (NCP, page 31)

FAA Action: Approved.

10. Annual Review of NCP Implementation

The City of Vero Beach recommends the annual review of the implementation status of the NCP measures.

FAA Action: Approved. The airport sponsor has indicated in a letter dated 4/20/06 that under this measure, the NCP would be updated if made necessary by changes to the NEM (150.23(e)(9)).

11. FAA ATCT Tower Order

The City of Vero Beach recommends that an FAA Tower Order is the appropriate mechanism to document the elements of the recommended program that will be implemented by local air traffic control tower personnel. The FAA will develop the Tower Order, with input from the City of Vero Beach, to meet certain FAA ATCT standards. The Order will be signed by the local tower manager, and will outline the purpose, the background of its development, the effective date and who or what types of aircraft or operators it applies to, and a description of what actions the ATCT will take to implement the measures.

FAA Action: Approved for operational measures within this ROA that normally would be included in a tower order (for example, the touch and go procedures and altitudes). The FAA will determine the appropriate elements of the noise compatibility program to include in the Order, and the language describing them, consistent with applicable Federal requirements.

###