

**RECORD OF APPROVAL  
ST. LUCIE COUNTY INTERNATIONAL AIRPORT  
FORT PIERCE, 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)). 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, including section 106 of the National Historic Preservation Act (NHPA).

St. Lucie County, the airport sponsor, adopted the DNL 60 dB noise contour as a local standard, recommended by the Part 150 study group (February 1, 2005, Board of County Commissioners action). Measures in the NCP were examined on the basis of their potential benefits to the DNL 60 dB noise contour. Table 12.1, at pages 174 and 175, contains the revised land use compatibility guidelines adopting the DNL 60 dB noise contour as locally significant.

The operational, land use control, and implementation 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 (6), land use control (2), and implementation (6) measures--and before the indicated FAA approval, disapproval, or other determination--do not represent the opinions or decisions of the FAA.

**OPERATIONAL MEASURES**

**1. Discourage Stage 1 Aircraft Operations unless for life safety, emergency or aircraft recertification.**

Implement the voluntary discouragement of Stage 1 aircraft operations at FPR unless for life safety, emergency, or aircraft recertification. (Supplemental sponsor letter dated May 15, 2006; NCP, page ES-2, NCP Recommendations; pages 133-134, including Table 11.5; Figure 11.3.)

**FAA Action: Approved as voluntary, for purposes of Part 150.** This measure is recommended on a voluntary basis, and may not be imposed as mandatory nor may aircraft owners or pilots be penalized if they do not choose to voluntarily comply. Estimated benefits of implementing the measure on a voluntary basis are shown on page 134, and show a reduction of impacts to 47 people presently within the 60 DNL noise contour.

## **2. Maintain Voluntary Touch and Go Training Procedures**

- Touch and Go training acceptable between 8 AM and 2 hours after sunset (Monday through Saturday), and
- Touch and go training not acceptable on Sundays or Holidays

(Sponsor supplemental letter dated May 15, 2006 and NCP, pages ES-2, 134-136, and Table 11.7)

**FAA Action: Disapproved pending submission of additional information to make an informed analysis.** The NCP did not evaluate the benefit of this specific measure. The FAA recognizes that the procedures are currently being used on a voluntary basis as traffic, weather and airspace safety and efficiency permit. This disapproval does not prohibit the sponsor from implementing this voluntary procedure.

## **3. Runway 14 Preferred in calm wind**

Runway 14 is preferred for calm wind operation (until construction of the new runway 9L/27R) (Sponsor supplemental letter dated May 15, 2006; NCP, page ES-2, NCP Recommendations; pages 136-138 and Table 11.8, analysis of the measure; Figure 11.9 and Table 11.9, page 165, Estimated Population and Sensitive Receptors for 2005 DNL Alternatives)

**FAA Action: Approved on a voluntary basis during calm winds as traffic, weather, and airspace safety and efficiency permit.** The NCP shows the preferred use of Runway 14 would reduce the population within the DNL 60 dB impacted by nine people (figure 11.9 and Table 11.9).

## **4. New Runway 9L/27R Preferred for flight training to the extent possible.**

During the five-year planning timeframe, FPR will construct a parallel runway 9L-27R. This runway is designed to accommodate flight-training aircraft, which are prevalent at FPR. (Sponsor supplemental letter dated May 15, 2006; NCP, page ES-2, NCP Recommendations; 160-162, and page 165, Figures 11.18 and 11.20; and Table 11.15)

**FAA Action: Approved on a voluntary basis as traffic, weather, and airspace safety and efficiency permit.** The FPR Air Traffic Control Tower has stated that multi-engine training would remain primarily on the existing runway once the proposed parallel runway is constructed. Capacity considerations could also affect the number of operations on the new runway. Further, this measure must not be construed as a mandatory procedure for noise abatement purposes. The FAA is not responsible for monitoring or regulating the number/volume of operations other than for safety and efficiency, nor is it responsible for “enforcing” noise abatement/voluntary actions. The FPR ATCT will select runways and procedures that maximize the efficiency of air traffic flow at all times; noise abatement procedures are voluntary and may be used when

operating conditions permit. By shifting a portion of training operations to this runway, an overall reduction in the number of persons affected by noise would occur. Figures 5.10a and 5.10b illustrate touch-and-go flight tracks would occur primarily over airport property, thereby benefiting populations outside the 65 DNL noise contour by reducing over flights over those noise sensitive areas.

#### **5. Jet Aircraft Use “Close-in” Noise Abatement Departure Profile**

Recommend the voluntary use of “close-in” noise abatement departure profiles for use by jet aircraft operators on all runways. The existing FPR noise abatement program requests that jet pilots use NBAA noise abatement departure profiles to minimize noise exposure in residential areas immediately off the runway ends. (Sponsor supplemental letter dated May 15, 2006; NCP, page ES-2, NCP Recommendations; pages 141-142, Figure 11.17; and Table 11.12)

**FAA Action: Approved as a continuation of a voluntary measure as traffic, weather, and airspace safety and efficiency permit.** The referenced Figures and Tables in the NCP show a benefit on a single event basis when this procedure is used. The decision on how to operate each aircraft that uses St. Lucie County International Airport remains with the pilot in command.

#### **6. Study the feasibility of a 1,500 foot westward shift of runway 9R/27R**

The shift of Runway 9/27 to the west would alleviate over flight of aircraft over residential neighborhoods. The analysis indicates there would be a reduction of approximately 50% in the number of currently affected persons in the 60-65 DNL contour intervals and the elimination of all currently affected persons in the 65-70 DNL contour. (Sponsor supplemental letter dated May 15, 2006; NCP, page ES-2, NCP Recommendations; pages 162-163; and Table 11.16)

**FAA Action: Approved for further study.** The NCP recommends this measure be further studied. Table 11.16 shows a reduction in DNL impacts to 95 people and 3 sensitive receptors in the long-range timeframe. If the study results in a final recommendation to shift the runway 1,500 feet, it may not be implemented unless it meets all applicable FAA criteria. These criteria include, but may not be limited to, addressing the National Environmental Policy Act, 14 C.F.R. Part 150 study update criteria, applicable airspace and operational criteria, and airport standards criteria. Federal funding assistance will be based on availability of funds and justification at the time of application.

## **LAND USE MEASURES**

## **1. Update County Airport Zoning Regulations**

Consistent with Florida statute and with Florida DOT's District 4 recommendations, updated county regulations would include: Add 4 NM airport notification; add school construction zones per Florida State Chapter 333; publish noise zones at least three times a year; require noise easements and/or sound insulation for new residential construction within the DNL 60 dB noise contour. (Sponsor supplemental letter dated May 15, 2006; NCP at page ES-2, NCP Recommendations; pages 182-184 and Table 12.2 at page 185; page 189; and page 194, Recommended Land Use Compatibility Alternatives at section 12.6. Also see Figures 12.6, and 12.7.)

**FAA Action: Approved.** The Federal government has no authority to control local land use; the local government has the authority to implement this measure. Approval of this measure does not commit the FAA to Federal funding assistance.

## **2. Provide ability to St. Lucie County to purchase land, aviation easements, or other remedies to minimize the development of noncompatible land uses.**

This recommendation includes approval of remedial land use recommendations so the County may acquire land and relocate existing residences within the current conditions (2005) DNL 60 dB noise contour (see Table 10.2), or to alternately provide sound insulation or noise easements for homes within that noise contour. (Sponsor supplemental letter dated May 15, 2006; NCP, page ES-2, Table 10.2 at page 123, and page 194 section 12.6)

**FAA Action: Disapproved for purposes of Part 150 with respect to Airport Improvement Program (AIP) Funding.** The areas proposed for mitigation lie solely outside the DNL 65 dB noise contour. Section 189 of Public Law 108-176, Vision 100-Century of Aviation Reauthorization Act, December 12, 2003 specifically prohibits FAA approval of Part 150 program measures that require AIP funding to mitigate aircraft noise outside DNL 65 dB (through Fiscal Year 2007). Section 189 does not preclude the use of airport revenue outside DNL 65 dB. Also, the FAA reminds the County of its policy that no structures built after October 1, 1998, are eligible for Federal funding for remedial mitigation (see FAA policy at 63 FR 16409).

## **IMPLEMENTATION MEASURES**

### **1. Pilot Education Program**

St. Lucie County would publish noise abatement information to enhance pilot participation. This is a continuation of an existing measure. FPR has an established voluntary noise abatement program that has been developed in close coordination with airport neighbors and users. This program is published on the airport's website and distributed to all tenants on the airport. In addition, publications are distributed to all flight schools at other area airports to familiarize them with FPR's noise abatement

policies. (Sponsor supplemental letter dated May 15, 2006; NCP, page ES-3, NCP Recommendations; Section 12.7 of NCP, "Implementation Related Elements" page 195)

**FAA Action: Approved.** Inserts or other information must not be construed as mandatory air traffic procedures; 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.

## **2. Community Information Program**

St. Lucie County will publish noise contours at least three times a year in a local paper of largest circulation and notify the board of realtors. The pilot education program (IM-1, above) will effectively reach the operators at FPR and will be structured to meet the needs of pilots. This information must be translated into easy to understand terminology and details for the general public. (Sponsor supplemental letter dated May 15, 2006; NCP, pages ES-2 and ES-3, NCP Recommendations, pages 182-184 and page 196)

**FAA Action: Approved.**

## **3. Routine review of NCP Implementation**

This measure recommends that implementation of the NCP be reviewed periodically to determine the need for update. At a minimum, it is recommended that the NEM be updated at the end of the five-year forecast period. (Sponsor supplemental letter dated May 15, 2006; NCP, page ES-3, NCP Recommendations, and page 196)

**FAA Action: Approved.** An update to the NCP if made necessary by NEM changes would address requirements of 150.23(e)(9). The FAA clarifies herein the requirements of 150.21, as described in the NCP at pages ES-3 and 196. Section 150.21(d), as amended states that the NEM should be updated if there is either a substantial new noncompatible use within the DNL 65 dB contour, or if there is a significant reduction in noise over existing noncompatible land uses [69 FR 57622, dated 9/24/04].

## **4. FAA ATCT Procedures Development**

The NCP contains several measures that will be implemented by the FAA and the local ATC staff. In order to document and formalize the recommended touch and go procedures, it is recommended a tower order be developed. Tower orders are typically implemented under a Memorandum of Agreement (MOA) between the airport sponsor (St. Lucie County) and the FAA. The sponsor will coordinate development of existing and recommended procedures (listed at page 197) with ATCT controllers to ensure continuity. Costs are not eligible for state or federal funding. (Sponsor supplemental letter date May 15, 2006; NCP, page ES-3, NCP Recommendations, and page 196-197)

**FAA Action: Approved in concept.** Coordination between the sponsor and FAA could help ensure continuity. Not all measures listed on page 197 are appropriate for inclusion in a tower order. Existing and operational measures within the NCP and approved in this ROA, that normally would be included in a tower order (for example, the touch and go procedures and altitudes), may be appropriate for consideration. The FAA will determine the appropriate elements of the noise compatibility program to include in any tower order, and the language describing them, consistent with applicable Federal requirements.

#### **5. Traffic Pattern Notification Lights for Training Aircraft**

St. Lucie International Airport is home to one of the largest flight training schools in the Treasure Coast Region (see pages 182-184), with over 81,000 training operations per year. In order to minimize the repeated noise of training aircraft over residential areas located directly east of the airport, a system of permanently mounted lights is recommended to be installed along U.S. Highway 1 to act as a further landmark for student pilots, if practical, to initiate their downwind/upwind leg of the training operation when utilizing Runway 9/27. (Sponsor supplemental letter dated May 15, 2006; NCP page ES-3, NCP Recommendations, and page 197).

**FAA Action: Disapproved.** There is insufficient analysis of the placement of lighting or the expected noise benefits. There are no FAA-approved standard for traffic pattern notification lights.

#### **6. Noise Office Staffing**

St. Lucie County should continue to employ a noise office staff person. The monitoring of nighttime operations, program education, and compliance and complaint response are an integral part of the noise program. Costs for this position are not eligible for FAA funding. (Sponsor supplemental letter dated May 15, 2006; NCP, page ES-3, NCP Recommendations; and page 198)

**FAA Action: Approved.**