APPENDIX D

Consultation and Correspondence

- D.1 | NOISE TECHNICAL ADVISORY COMMITTEE MEETING #1
- D.2 | NOISE TECHNICAL ADVISORY COMMITTEE MEETING #2
- D.3 | BOCA RATON AIRPORT AUTHORITY BOARD MEETING
- D.4 | CITY OF BOCA RATON

APPENDIX D.1

Noise Technical Advisory Committee #1



Boca Raton Airport Noise Technical Advisory Meeting

From Robert Pratt <rpratt@bocaairport.com>Date Tue 5/6/2025 1:33 PMTo Robert Pratt <rpratt@bocaairport.com>

Hello,

You are cordially invited to participate as a member of the Boca Raton Airport Noise Technical Advisory Committee (NTAC) for our Noise Exposure Map update project.

This initiative brings together a diverse group of airport stakeholders—including community members, pilots, airport tenants, staff, and consultants—to collaborate on this important effort. Your expertise and input would be highly valued.

To RSVP for our first NTAC meeting, please click the image below. Lunch will be provided by Silver Lining Catering.

Please note that this invitation is intended specifically for NTAC committee members and is non-transferable. If you are unable to attend, we kindly ask that you let us know, so we may make alternative arrangements.

Thank you for your time and consideration. We look forward to your participation.



Robert Pratt, C.M., ACE | Operations Coordinator

Boca Raton Airport Authority | Always First Class 903 N.W 35th St. | Boca Raton, FL 33431

AIRPORT AUTHORITYO: (561) 391-2202, Ext. 206 | **c**: (561) 466-0089

rpratt@bocaairport.com | www.bocaairport.com

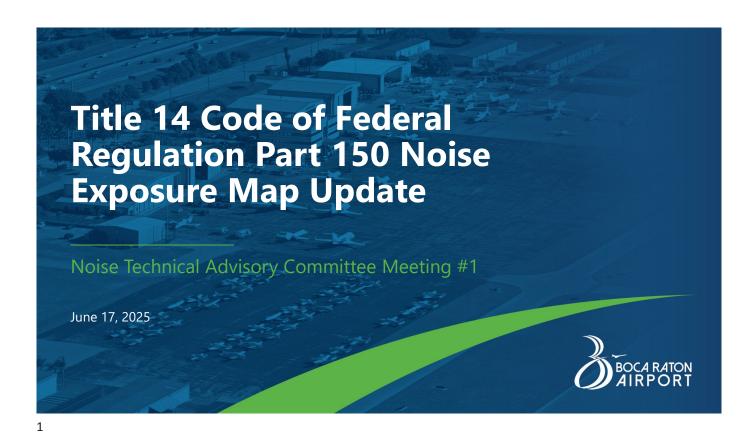


BOCA RATON AIRPORT

Attendance / Sign In

Date 6/17/25

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Email	RPratt @ bocadingont.com	SUSAM. hutchings appainteachtchools, org WEST Book High,	Lonckeaver of locky strikent can	Drians. Stenberg@ quail.com Federation of Boca Raton Hots	ATRAVASUS 2020@ GMB/L, con VIAVIEROR 140A.	Boctairchaftouncol Ogniil. com	mals gale lie v. 14. net	a lutasile Cocaraton-11.40	is tones Q I wan, edu	Evan Gaarthsolutions, com	Patrick & gwyets com	NITCK @GWJETF.COM	JEWELL VIEGEAL @ FLHSMN. GOV	CDELLCATOR POIR JORGE	ellord e monarbaseconstaction, can HAM 6463, CCC	6 Shenry Shabantang	Hesthe, Chare LO FAB-Cox	DERCEL @ Netjek. Com	Hyfumer (o) meil im
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Name:	Robert Pratt	Sysan Hutchings	Kuren Hybavar	Brian Stenberg	AL TRAUASOS	Nicholas Fonseer	Malvin Pollerk	Anity LukASIK	Dennite Torres	Evan Hendarson	Patrick Badley	VICK SCHNEIDER	Set J.R. WITGFALL	Chase Decemb	Mist Sallen	Sherin Hanny	Heapha Charez	David Frash	Slavne Thysa



Meeting Agenda

- Study Team
- Noise Technical Advisory Committee Role
- Boca Raton Airport Authority Board Role
- Title 14 Code of Federal Regulation (CFR) Part 150 Overview
- Noise Exposure Map (NEM) Update Process Overview
- Introduction to Noise Metrics
- Aircraft Activity Baseline and Forecast
- Operational Analysis
- Noise Model Flight Track Development
- Land Use and Zoning
- Next Steps

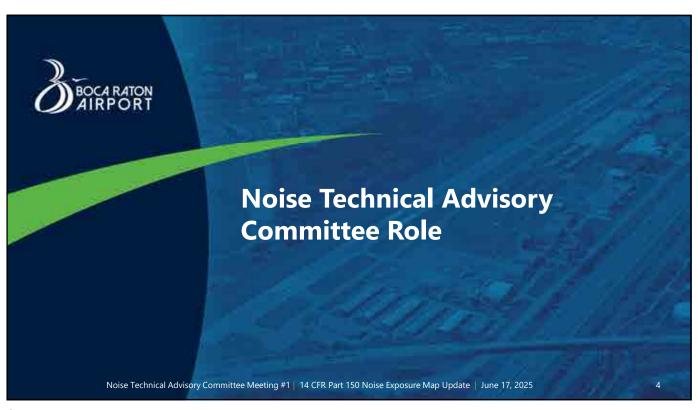
Study Team

- Boca Raton Airport Authority (BRAA): Robert Pratt Project Manager
- Ricondo & Associates, Inc.
 - John Williams Project Manager
 - Jeff Covert Part 150 Process Manager
 - Dharma Thapa Noise Modeling Lead
 - Kate Doughty GIS Lead



Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025

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Noise Technical Advisory Committee - Representation

- NTAC members include:
 - Airport sponsor (BRAA)
 - Public land use planning agency(ies) within anticipated noise exposure area
 - Aeronautical users
 - Airport tenants (i.e., fixed based operators, etc.)
 - Aviation trade associations (i.e., Aircraft Owners and Pilots Association, etc.)
 - FAA Officials ex officio status (i.e., FAA Airports District Office, FAA Airport Traffic Control Tower)
- Anticipated Meeting Frequency: 3 Afternoon TAC Meetings



Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025

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Noise Technical Advisory Committee - Role

- Advisors to the NEM Update process on:
 - Flight operations
 - Forecast
 - Land use
- Submit views, data, and comments on forecasts, input data, and results
- BRAA maintains final decision making



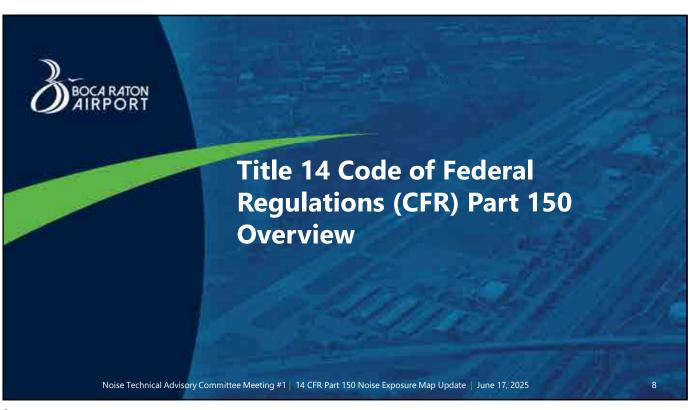
Boca Raton Airport Authority Board - Role

- The Boca Raton Airport Authority Board (the Board) is an independent governing body established by the Florida Legislature in 1982 to oversee the operations, development, and strategic direction of the Airport
- The Board will provide oversight and input throughout development of the NEMs
- The Board will also accept and authorize BRAA staff to submit the NEMs for FAA review and acceptance



Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025

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Title 14 CFR Part 150 Overview

Purpose:

- Establishes the *procedures, standards and methodology* for airport sponsors to *voluntarily* prepare, submit and review airport noise exposure maps (NEMs) and noise compatibly programs (NCPs).
- Provides information to the public regarding existing and future noise exposure and noncompatible land uses around the airport
- Provides a means to identify measures to reduce and/or prevent new noncompatible land uses
- Describes FAA review process related to NEM acceptance and NCP approval
- **Objective:** inform surrounding communities of noise exposure and, if necessary, evaluate and identify methods to maintain and/or improve compatibility around the airport



Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025

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Title 14 CFR Part 150 Overview – Boca Raton Airport History



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Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025

Title 14 CFR Part 150 Overview – Boca Raton Airport History

- Updated noise contours for BCT were prepared in 2017
 - The DNL 65 noise contour largely remained within airport property
 - No noncompatible land uses were identified
 - A formal NEM Update was not submitted to FAA
- Since 2017, the operational environment at BCT has changed which warrants an NEM Update
 - Operations level
 - · Aircraft types
 - Operation types (e.g., itinerant vs. local operations)
- BRAA is <u>not</u> updating the NCP as part of this study



OURCES: National Geographic, Esri, De Lorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, rcrement P Corp., October 2017 (base map); Aviation Environmental Design Tool, October 2017 (AEDT Tracks); Ricondo & sscriates Inc. October 2017.

BRAA is pursuing a NEM Update to identify if there are any changes in land use compatibility



Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025





NEM Update Process – Roles and Responsibilities

Federal Aviation Administration (FAA)

- Review and accept scope
- Approve any aircraft substitution and customization to aircraft noise model input
- Approve forecast
- Review and accept the NEM

Boca Raton Airport Authority (BRAA)

- Sponsor the NEM Update
- Certify accuracy of the NEM
- Consult with stakeholders
- Coordinate with general public
- Submit NEM to FAA for review

Local Government

 Provide input on existing and future land use and zoning

Noise Technical Advisory Committee (NTAC) ¹

 Provide input and insight on technical aspects of aviation, airport operations, and land use

Public²

 Review/comment on NEM and forecast

NOTES:

NOIS:

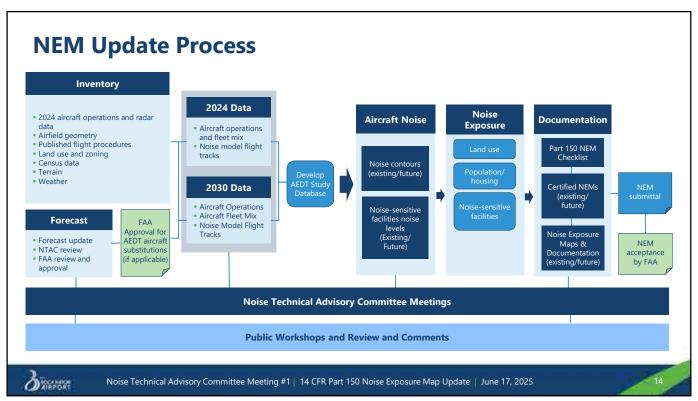
1 NTAC members may include the FAA Airports District Office, Airport Traffic Control Tower, local jurisdictions, airport users, and community representatives.

2 Public stakeholders may include those with aviation interests, citizen representatives from local communities, and other interested parties..

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Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025

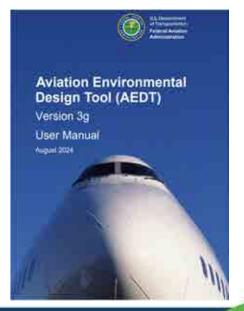
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NEM Update Process – Noise Calculation

- Aviation Environmental Design Tool (AEDT)
- Aircraft noise modeling allows:
 - Calculation of aircraft noise exposure at any location
 - Illustration of annual average aircraft noise exposure
 - Forecast of future aircraft noise exposure
 - Evaluation of changes in noise impacts due to:
 - o changes in runway configuration or use
 - o changes in numbers of operations
 - o changes in aircraft fleet mix
 - o changes in operational procedures

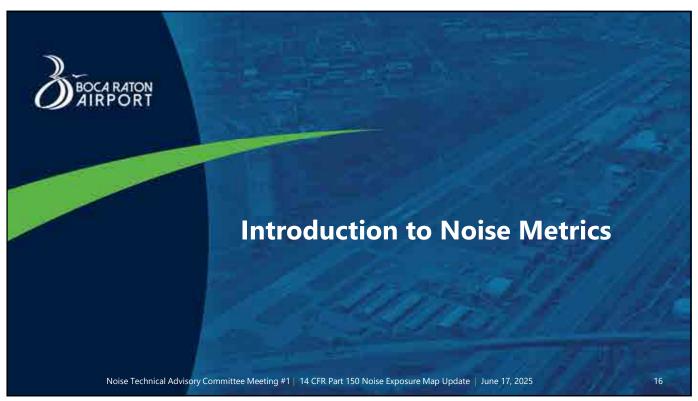
AEDT is used to generate aircraft noise contours to assess land use compatibility





Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025



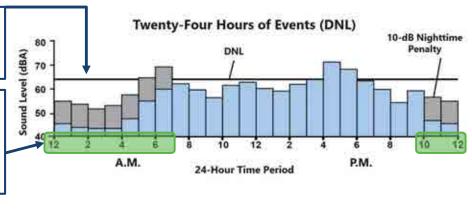


Day-Night Average Sound Level (DNL) Noise Metric

- FAA requires use of the annual Day-Night Average Sound Level (DNL) noise metric
- DNL is calculated based on an "annual average day" (AAD) derived from aircraft operations data for an entire calendar year

DNL is a 24-hour time weighted energy average noise level based on A-weighted decibels (dBA)

Noise events occurring during the nighttime hours (10:00 p.m. to 7:00 a.m.) are weighted with a 10-decibel weighting to represent increased sensitivity during those hours





Forecast Approach

- As directed by FAA, 2024 will be used to represent existing conditions
- Forecast for 2030 will be "re-based" using growth rates established for the Master Plan Update (MPU) forecast
 - Forecasts of socioeconomic variables remain similar to those used for the MPU forecast
 - MPU forecast growth rates for user categories (i.e., air taxi & general aviation) and itinerant and local operations remain reasonable
 - Incorporate recent increase in flight training activity (i.e., local operations) to inform forecasts
- Temporary Flight Restrictions (TFR) effects are temporary and not expected to impact yearly operations and day/night noise levels for the Future Conditions (2030) NEM



Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025

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Preliminary Data – Subject to Change

Summary of Findings

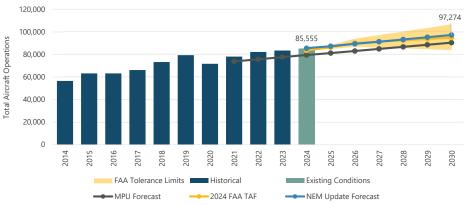
- Master Plan Update (MPU) forecast developed in 2020 and approved by the FAA
- Updated forecast based on actual operations (2024) and estimated 2030 operations using MPU forecast growth rates

		ITINERANT (PERATIONS		LOC			
Year	AIR TAXI	GENERAL AVIATION	MILITARY	TOTAL	GENERAL AVIATION	MILITARY	TOTAL	TOTAL AIRPORT
Existing Conditions - 2024	16,088	42,870	151	59,109	26,171	275	26,446	85,555
Future Conditions - 2030	19,177	47,311	151	66,639	30,360	275	30,635	97,274
Compound Annual Growth Rate	3.0%	1.7%	0.0%	2.0%	2.5%	0.0%	2.5%	2.2%

NOTES: FYTD – Fiscal Year-to-Date. Fiscal year-to-date data from October 2024 to February 2025. SOURCE: Federal Aviation Administration, Operations Network, April 2025; Ricondo & Associates, Inc., April 2025.



Airport Operations Forecast Total airport operations are forecast to increase from 85,555 (2024) to 97,274 (2030), a CAGR of 2.2 percent



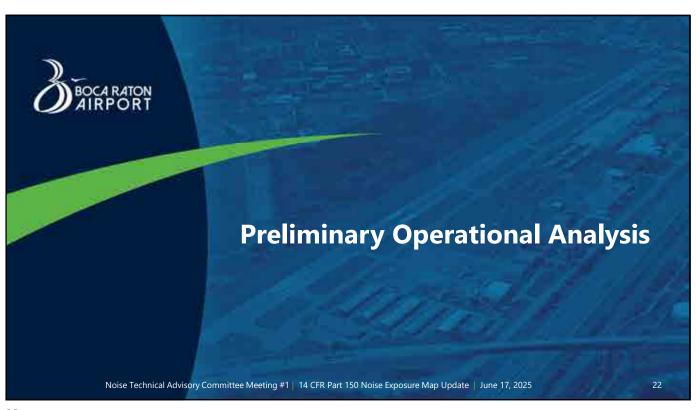
Preliminary Data – Subject to Change

NOTES: FAA TAF tolerance represents +-10 percent in five years. MPU – Master Plan Update. Operations were originally forecast on a fiscal year basis (October 1 through September 30) for the MPU forecast and are presented on a calendar year basis in the table. The FAA TAF is forecast on a fiscal year basis (October 1 through September 30) and is presented as published.

SOURCE: Federal Aviation Administration, Operations Network, April 2025, Terminal Area Forecast, January 2025; Ricondo & Associates, Inc., April 2025.

DISTANCE

Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025



Average Daily Operations Mode by Time of Day - 2024

		ARRIVALS		ı	DEPARTURE	S	то	AAD		
AIRCRAFT CATEGORY	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	TOTAL
Jet	42.3	2.9	45.1	43.3	1.8	45.1	0.5	0.1	0.5	90.8
Turboprop	4.7	0.3	5.0	4.8	0.3	5.0	0.3	0.2	0.5	10.6
Prop	27.6	2.2	29.8	28.0	1.7	29.8	33.7	1.5	35.1	94.6
Helicopter	0.9	0.1	1.0	1.0	0.1	1.0	0.1	0.0	0.1	2.2
Total	75.5	5.5	81.0	77.1	3.9	81.0	34.5	1.7	36.2	198.1

Columns and rows may not add to totals due to rounding.

1 DAY = 7:00 A.M. TO 10:00 P.M.

- NIGHT = 10:00 P.M. TO 7:00 A.M.
- One Touch-and-Go traffic includes one landing and take off (LTO)

AAD = Average Annual Day Operations

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024; BCT Airport Traffic Control Tower Operations Log, Federal Aviation Administration, Air Traffic Activity Data System data and Traffic Flow Management System Counts (TFMSC), http://aspm.faa.gov/ (date accessed January 14, 2025). Ricondo & Associates, Inc., January 2025.



Noise Technical Advisory Committee Meeting #1 \mid 14 CFR Part 150 Noise Exposure Map Update \mid June 17, 2025

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Existing (2024) Average Annual Day Arrivals, Departures and Touchand-Go by Day and Night - Percentage

		ARRIVALS			DEPARTURES	5	TOUCH-AND-GO		
AIRCRAFT CATEGORY	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL
Jet	52.2%	3.6%	55.8%	53.5%	2.3%	55.8%	1.3%	0.2%	1.5%
Turboprop	5.8%	0.4%	6.2%	5.9%	0.3%	6.2%	0.8%	0.5%	1.2%
Prop	34.1%	2.7%	36.8%	34.6%	2.2%	36.8%	92.9%	4.1%	97.0%
Helicopter	1.2%	0.1%	1.3%	1.2%	0.1%	1.3%	0.3%	0.0%	0.3%
Total	93.2%	6.8%	100.0%	95.2%	4.8%	100.0%	95.3%	4.7%	100.0%

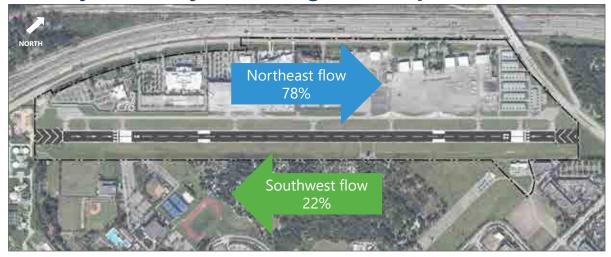
Columns and rows may not add to totals due to rounding.

- 1 DAY = 7:00 A.M. TO 10:00 P.M.
- 2 NIGHT = 10:00 P.M. TO 7:00 A.M.

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data for CY2024; BCT Airport Traffic Control Tower Operations Log, Federal Aviation Administration, Air Traffic Activity Data System data and Traffic Flow Management System Counts (TFMSC), http://aspm.faa.gov/ (date accessed January 14, 2025). Ricondo & Associates, Inc., January 2025.



Runway Use – Daytime & Nighttime Operations



NOTES:

DAY = 7:00 A.M. TO 10:00 P.M.

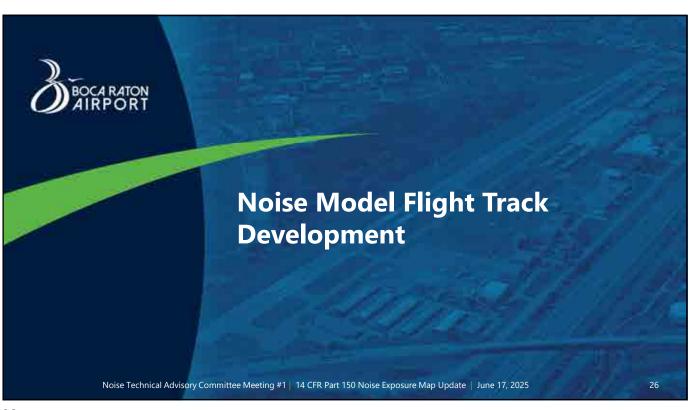
NIGHT = 10:00 P.M. TO 7:00 A.M.

SOURCE: Ricondo & Associates, Inc., January 2025; Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data, date from January 1, 2024 to December 31, 2024.



Noise Technical Advisory Committee Meeting #1 | 14 CFR Part 150 Noise Exposure Map Update | June 17, 2025

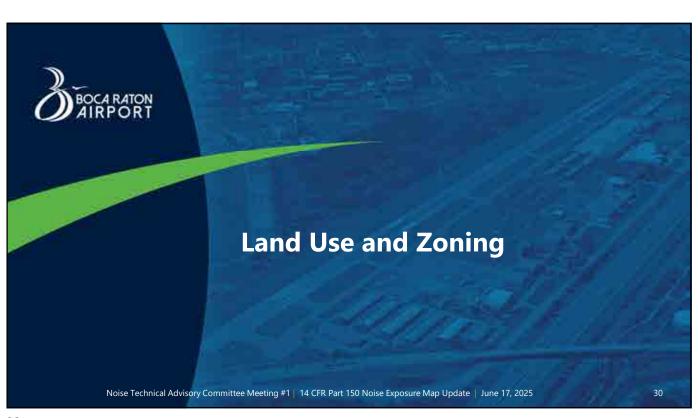
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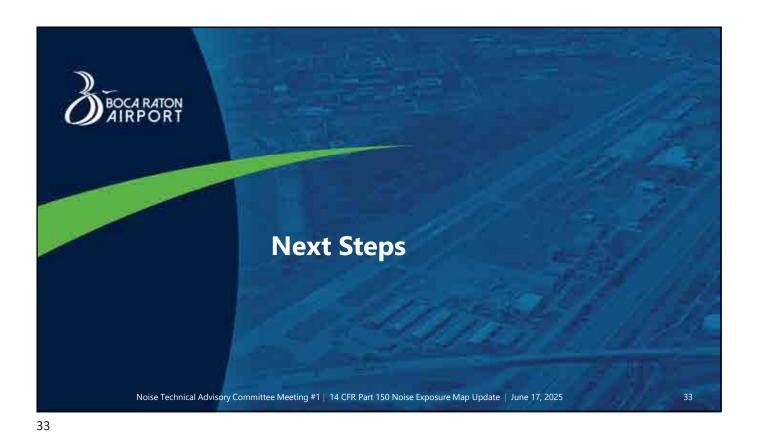
31

Existing Zoning

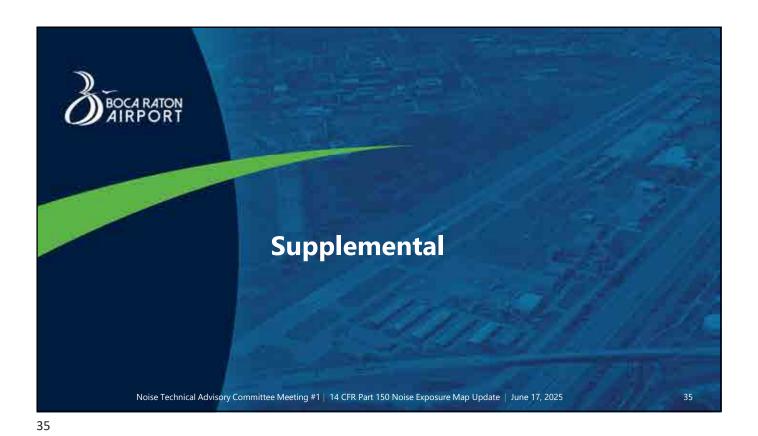
- The City of Boca Raton (the City) holds land use regulatory authority in areas directly surrounding BCT
- The City has established three airport noise zones to ensure compatibility with the Airport:
 - Zone A (within the 75 DNL contour)
 - Zone B (70–75 DNL)
 - Zone C (65–70 DNL)
- The Authority has adopted the DNL 60 contour as the boundary for determining land use compatibility, as outlined in the FAA's Record of Approval for the 1990 BCT Part 150 Study (dated August 19, 1991)

SOURCE: City of Boca Raton, Code of Ordinances, Chapter 3, Article III, Compatible Land Uses and Noise Zones. April 28, 2025





Next Steps Public Outreach NTAC Meeting #2 Develop Draft NTAC Meeting #3 **Public Outreach** of the noise model and NEMs and public outreach plan NEM Report and perform public Meeting #1 Meeting #2 Present the data Overview of NEM
Process and
Forecast sources and input assumptions for the noise analysis and land use map to the NTAC Present Draft NEM Report and findings, and and public outreach plan to NTAC opportunity for public comment **B**IRFORT Noise Technical Advisory Committee Meeting #1 \mid 14 CFR Part 150 Noise Exposure Map Update \mid June 17, 2025



Airport Operations Forecast by Category

Preliminary Data – Subject to Change

		ITINERANT (PERATIONS		LOC	CAL OPERATIO	ONS	SHARE OF OPER		PERATIO
YEAR	AIR TAXI	GENERAL AVIATION	MILITARY	TOTAL	GENERAL AVIATION	MILITARY	TOTAL	TOTAL AIRPORT	ITINERANT	LOCAL
2019	11,705	40,033	51	51,789	29,039	102	29,141	80,930	64%	36%
2020	10,866	33,723	22	44,611	25,148	114	25,262	69,873	64%	36%
2021	13,673	40,566	31	54,270	27,406	124	27,530	81,800	66%	34%
2022	15,006	42,189	39	57,234	24,276	116	24,392	81,626	70%	30%
2023	16,324	42,668	85	59,077	22,418	116	22,534	81,611	72%	28%
2024	16,088	42,870	151	59,109	26,171	275	26,446	85,555	69%	31%
2025	16,556	43,612	151	60,319	26,795	275	27,070	87,389	69%	31%
2026	17,091	44,411	151	61,653	27,508	275	27,783	89,436	69%	31%
2027	17,599	45,119	151	62,869	28,221	275	28,496	91,365	69%	31%
2028	18,107	45,827	151	64,085	28,934	275	29,209	93,294	69%	31%
2029	18,655	46,615	151	65,421	29,647	275	29,922	95,343	69%	31%
2030	19,177	47,311	151	66,639	30,360	275	30,635	97,274	69%	31%
CAGR										
2019 - 2024	6.6%	1.4%	24.2%	2.7%	-2.1%	21.9%	-1.9%	1.1%		
2024 - 2030	3.0%	1.7%	0.0%	2.0%	2.5%	0.0%	2.5%	2.2%		

ion Administration, Operations Network, April 2023, Terminal Area Forecast, January 2023, Nicolido & Associates, Inc., April 2023.

Noise Technical Advisory Committee Meeting #1 \mid 14 CFR Part 150 Noise Exposure Map Update \mid June 17, 2025

APPENDIX D.2

Noise Technical Advisory Committee #2



Noise Technical Advisory Committee Meeting 2

From Robert Pratt <rpratt@bocaairport.com>Date Mon 7/14/2025 2:59 PMTo Robert Pratt <rpratt@bocaairport.com>

Good afternoon,

Please find below details of our second NTAC meeting. This session will include a review of the updated noise contours. Please click on the image to RSVP.

Similar to our first meeting, lunch will be provided. If you were not able to make it to the first NTAC meeting, please feel free to RSVP and attend the second one.

We appreciate your input and participation.

Regards,



Robert Pratt, C.M., ACE | Operations Coordinator

Boca Raton Airport Authority | Always First Class 903 N.W 35th St. | Boca Raton, FL 33431

AIRPORT AUTHORITYO: (561) 391-2202, Ext. 206 | **c**: (561) 466-0089

rpratt@bocaairport.com | www.bocaairport.com



Meeting Sign-In Sheet Date: 8/22/25

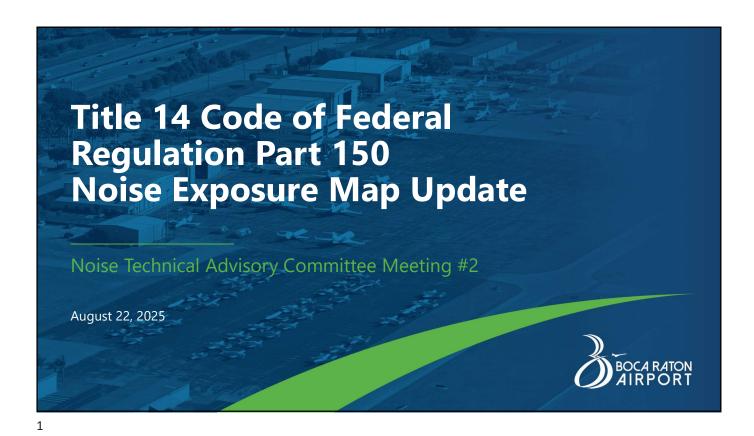
Name	Company	Phone Number	Email
SGT. J.Z. WITCFALL	4#	561-358-1492	JEN RELWIEFALLOADL.COM
Brign Stenbus	Resident	3193-626195	brians, stenbuza Smail.com
DHAKMA THAKA	RICONDO	520-853-445	d'Hape Oriende Com
ZACHA NY BURCH	NETOETS	614-696-3308	ZBURCH @NETJETS. COM
Robert Prati	BRAH	5-61-466-0089	R Proved @ bacasin pudia
Valerie Selgnid	Resident	5612/6/200	561, 9 yr (abol-con
Humah Naveda	STAM		



Meeting Sign-In Sheet

Date:

Phone Number Email					561-237-7333 dooken Olyan.od1	561 568 5116 Shenry@ habcente.org	
Company	BRAPA	BRAH	BRAK	in Chiversity	UNIVERSITY	Hab Center soi	
Name	Scott Konut	Mel Pilmek B	Clara Bennett	Jennifer Porres Lynn		Sheiry A. Henry the	



Meeting Agenda

- June Meetings Summary and Status Update
- Operational Analysis
- Flight Track Development
- Land Use Compatibility
- Overview of Noise Modeling
- Draft Noise Exposure Maps
- Next Steps

NTAC and Public Meeting #1 Summary

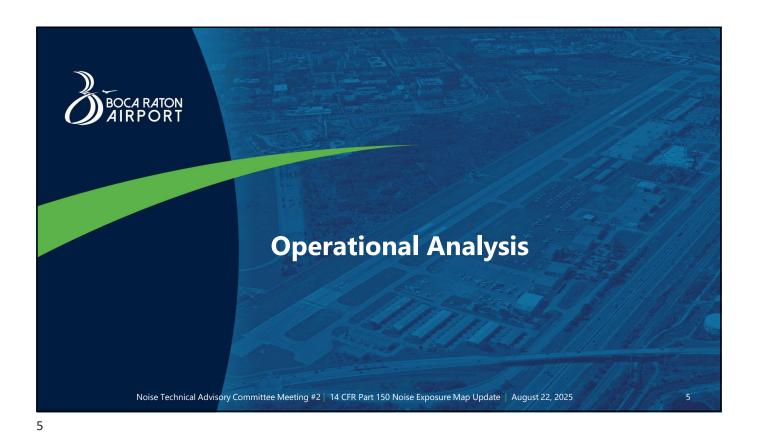
- NTAC Meeting #1 covered the following:
 - Title 14 Part 150 Noise Exposure Map (NEM) **Update Process**
 - BCT's Title 14 Part 150 history
 - Existing operations by time of day
 - Runway use
 - Forecast approach and results
 - Existing land use and zoning
- Public Meeting #1
 - BRAA held a public meeting on June 18, 2025, to collect feedback from the community
 - Meeting notifications were included in local newspapers and social media



Noise Technical Advisory Committee Meeting #2 | 14 CFR Part 150 Noise Exposure Map Update | August 22, 2025

3

NEM Update Process Refresh We are here Inventory 2024 Data Noise 2024 aircraft operations and radar Aircraft Noise **Documentation Exposure** Aircraft operations Airfield geometryPublished flight procedures and fleet mix Noise model flight Part 150 NEM Land use and zoning tracks Checklist Noise contours (existing/future) Census data Weather 2030 Data Certified NEMs future) Aircraft Operations Noise-sensitive facilities noise Aircraft Fleet Mix **Forecast** FAA Noise Model Flight Approval for AEDT aircraft Tracks Noise Exposure (Existing/ Forecast update Maps & NEM Future) substitutions acceptance by FAA Documentation FAA review and (if applicable) (existing/future) approval **Noise Technical Advisory Committee Meetings Public Workshops and Review and Comments** BOCA RATON Noise Technical Advisory Committee Meeting #2 | 14 CFR Part 150 Noise Exposure Map Update | August 22, 2025



Operational Inputs – Overview

- Operational inputs necessary for performing noise modeling include:
 - Existing and future operations by time of day
 - Existing and future operations by aircraft type
 - Runway use
 - Departure stage length (surrogate for aircraft weight based on fuel onboard required)
- At the NTAC Meeting #1, we presented:
 - Existing operations by time of day
 - Runway use

Airport Operations by Time of Day – Existing Conditions

		ARRIVALS		[DEPARTURE	S	то	UCH-AND-0	GO ¹	AAD ²
AIRCRAFT CATEGORY	DAY ³	NIGHT⁴	TOTAL ⁵	DAY ³	NIGHT ⁴	TOTAL ⁵	DAY ³	NIGHT⁴	TOTAL ⁵	TOTAL ⁵
Piston	27.57	2.19	29.76	28.02	1.75	29.76	67.32	2.94	70.25	129.78
Jet	42.27	2.88	45.15	43.32	1.82	45.15	0.94	0.13	1.07	91.36
Turboprop	4.71	0.32	5.03	4.78	0.26	5.03	0.55	0.35	0.90	10.97
Helicopter	1.06	0.08	1.15	1.09	0.06	1.15				2.29
Total ⁵	75.61	5.47	81.09	77.20	3.88	81.09	68.81	3.42	72.23	234.40

- 1 Touch-and-go operations include one landing and one takeoff (LTO).
- 2 AAD Average Annual Day Operations. 3 Day 7:00 a.m. to 9:59 p.m.
- 4 Night 10:00 p.m. to 6:59 a.m.
- 5 Totals may not add due to rounding.

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024; BCT Airport Traffic Control Tower Operations Log, Federal Aviation Administration, Air Traffic Activity Data System data and Traffic Flow Management System Counts (TFMSC), http://aspm.faa.gov/ (accessed January 14, 2025); Ricondo & Associates, Inc., August 2025.



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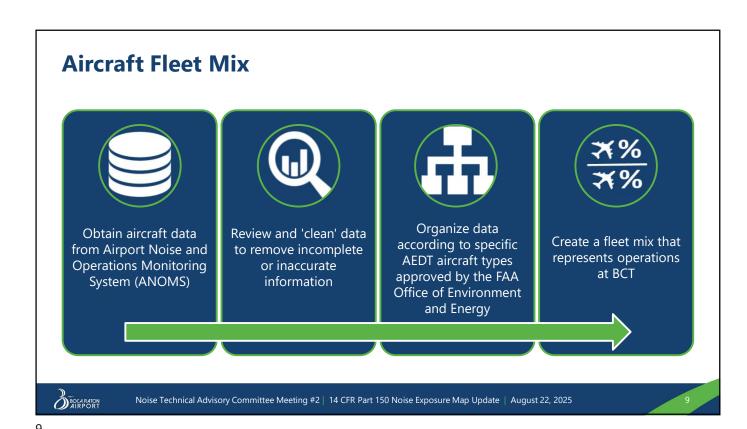
Airport Operations by Time of Day - 2030 Future **Conditions**

		ARRIVALS		Į.	DEPARTURE	S	то	UCH-AND-0	GO ¹	AAD ²
AIRCRAFT CATEGORY	DAY ³	NIGHT⁴	TOTAL ⁵	DAY ³	NIGHT⁴	TOTAL ⁵	DAY ³	NIGHT⁴	TOTAL ⁵	TOTAL ⁵
Piston	30.48	2.42	32.90	30.97	1.94	32.90	78.09	3.41	81.50	147.31
Jet	48.35	3.27	51.62	49.56	2.06	51.62	1.09	0.14	1.23	104.47
Turboprop	5.27	0.35	5.62	5.35	0.28	5.62	0.59	0.35	0.94	12.19
Helicopter	1.18	0.09	1.27	1.20	0.06	1.27				2.54
Total ⁵	85.28	6.14	91.42	87.08	4.34	91.42	79.76	3.90	83.67	266.50

- 1 Touch-and-go operations include one landing and one takeoff (LTO).
- 2 AAD Average Annual Day Operations.
- 3 Day 7:00 a.m. to 9:59 p.m.
- $4 \quad Night-10:00 \ p.m. \ to \ 6:59 \ a.m.$
- 5 Totals may not add due to rounding.

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024; BCT Airport Traffic Control Tower Operations Log, Federal Aviation Administration, Air Traffic Activity Data System data and Traffic Flow Management System Counts (TFMSC), http://aspm.faa.gov/ (accessed January 14, 2025); Ricondo & Associates, Inc., August 2025.





Aircraft Fleet Mix – Existing and Future

- A total of 177 different aircraft types operated at BCT in 2024
- 56 different AEDT aircraft types used in noise modeling

	AEDT AIR	CRAFT FLEET MIX	C – 2025 EXISTING	CONDITION AND 2030 FUTURE CONDITION
AIRCRAFT CATEGORY	2025 SHARE OF FLEET (%)	2030 SHARE OF FLEET (%)	NUMBER AEDT AIRCRAFT TYPES	REPRESENTATIVE EXAMPLES
Piston	55.4%	55.3%	9	American Champion Scout, Piper PA-28 Cherokee Series, Cirrus SR22 , Piper PA-24 Comanche, Raytheon Beech Baron 58, Cessna 172
Jet	39.0%	39.2%	26	Bombardier Challenger 300, Cessna 550 Citation II, Hawker HS-125 Series 700, Cessna 750 Citation X, Cessna 680 Citation Sovereign
Turboprop	4.7%	4.6%	7	Raytheon Super King Air 300, Cessna 208 Caravan, Cessna 441 Conquest, Beech Mentor (BE45), CASA CN-235
Helicopter	1.0%	1.0%	14	Bell 407, Robinson R44 Raven, Sikorsky S-76 Spirit, Bell 429, Agusta A-109
Total	100%	100%	56	

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024; Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, AEDT Aircraft Types; Ricondo & Associates, Inc., August 2025.



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Aircraft Fleet Mix – AEDT Aircraft Assignment Examples

- Aircraft are organized in AEDT according to Aircraft Noise and Performance (ANP) Profile
- ANP represents an aircraft noise "signature"
- Full list of aircraft according to AEDT ANP will be included in NEM documentation

SAMPLE OF	FLEET MIX	BY AEDT AIRCRAFT NOISE AND PERFORMANCE ID
ENGINE TYPE	ANP ID	REPRESENTATIVE AIRCRAFT TYPES AT BCT
Jet	CNA525C	Cessna 525A, 525B, 525C; Cessna Citation Jet CJ/CJ1
Jet	CNA55B	Cessna 550 Citation II and Bravo; Cessna 551 Citation IISP; Embraer Legacy 500; Embraer Phenom 300; Pilatus PC-24; Raytheon Premier I
Piston	BEC58P	Rockwell Twin Commander 500; Aerostar PA-60; Beechcraft Twin Bonanza; Raytheon Beech 55 Baron; Raytheon Beech Baron 58; Cessna 310, 340, 402, 414, and 421; Piper PA-23 Apache/Aztec; Piper PA-31 Navajo; Piper PA-34 Seneca
Piston	CNA172	American Champion Scout; Cessna 172 Skyhawk; Cessna 175 and 177; Lancair 320
Turboprop	CNA441	Cessna 425 Conquest I; Cessna 441 Conquest II; Piaggio Aerospace P-180 Avanti; Neiva NE-821 Caraja; Piper PA-31T Cheyenne
Turboprop	DHC6	Raytheon Super King Air 300; Raytheon King Air 100; Raytheon Beech 18; Raytheon Super King Air 200 and 300; Raytheon King Air 100; Mitsubishi MU-2; Fairchild Metro

SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2024.

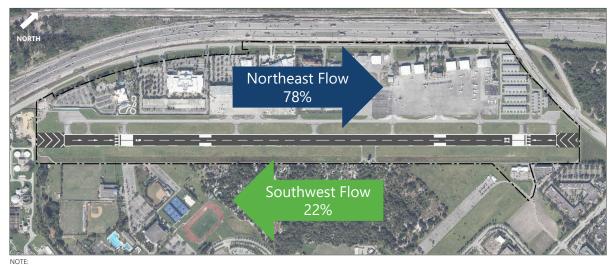


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Runway Use – Existing and Future Conditions



Runway use includes daytime (7:00 a.m. to 9:59 p.m.) and nighttime 10:00 p.m. to 6:59 a.m.) operations. SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024; Ricondo & Associates, Inc., January 202:



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Stage Length

- Stage length is the distance an airplane flies directly from one airport to another
- Stage length determines the gross takeoff weight assigned to each aircraft type
- AEDT defaults to a stage length of 1 for most general aviation airports
- AEDT modeling for BCT includes longer stage lengths to reflect jet departure distances from the Airport

STAGE LE	NGTH CATEGORIES
CATEGORY	STAGE LENGTH (NAUTICAL MILES)
1	0 – 500
2	500 – 1,000
3	1,000 – 1,500
4	1,500 – 2,500
5	2,500 – 3,500
6	3,500 – 4,500
7	4,500 – 5,500
8	5,500 – 6,500
9	6,500 – 7,500
10	7,500 – 8,500
11	8,500 +

SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g Technical Manual, August 2024.



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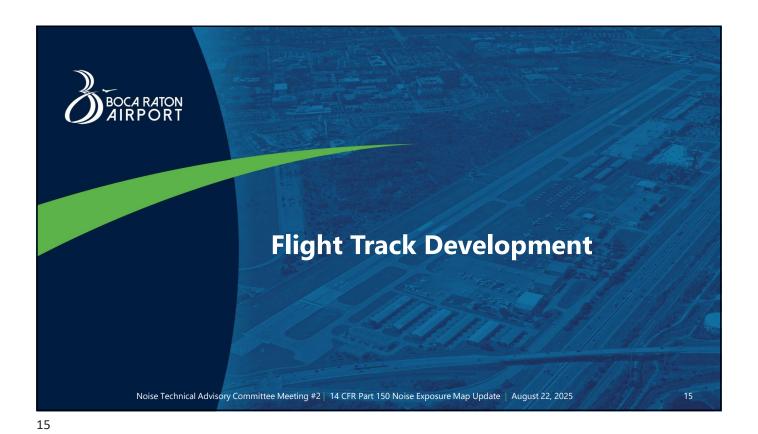
Meteorological Data and Local Terrain

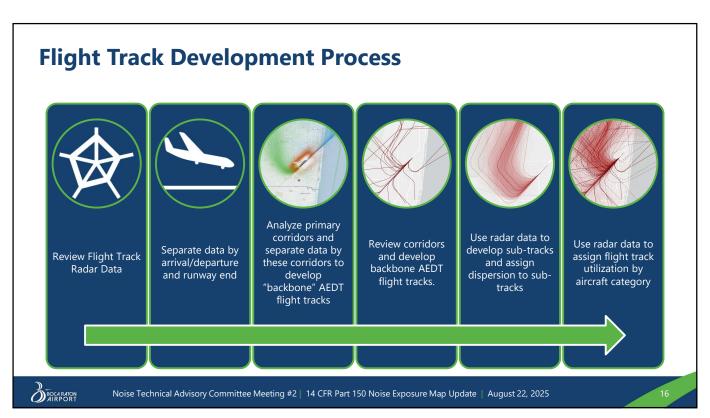
- AEDT accounts for the influences of meteorological conditions on aircraft performance and atmospheric sound absorption
- Default metrological data in AEDT was used for BCT
- Meteorological data is based on a tenyear average
- Local terrain is also considered

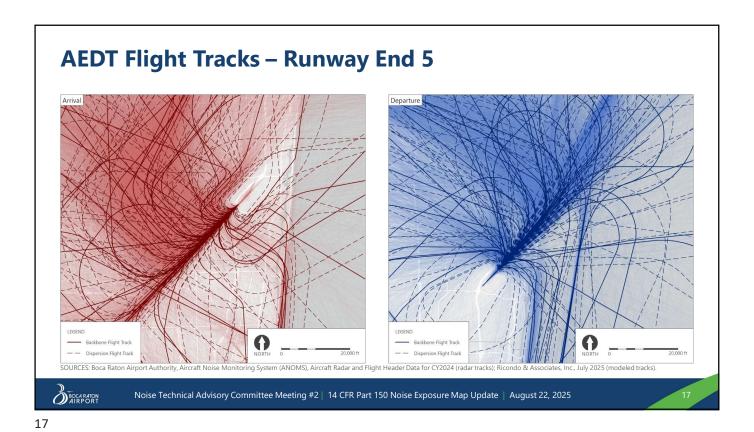
AEDT METEOROLOGICAL INPUTS FOR BCT	
INPUT	
79.06	
1,016.85	
69.72	
68.29	
8.44	

 $SOURCE: Federal \ Aviation \ Administration, \ Aviation \ Environmental \ Design \ Tool \ (AEDT) \ Version \ 3g \ Technical \ Manual, \ August \ 2024.$



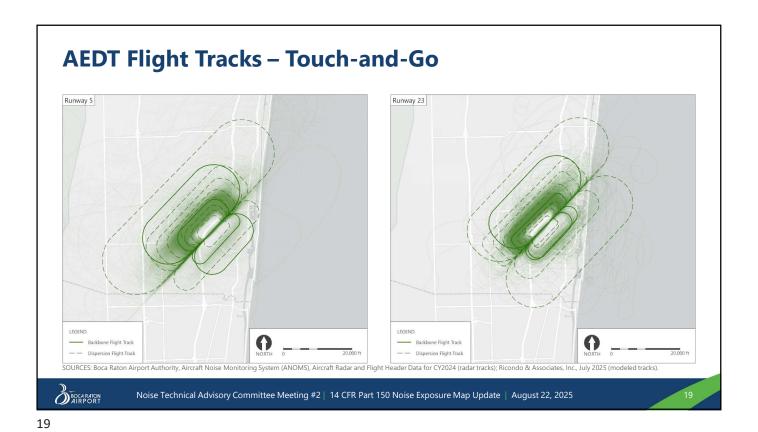






AEDT Flight Tracks – Runway End 23

Amout Departure Depa



AEDT Flight Tracks – Helicopter

Arrival

Departure

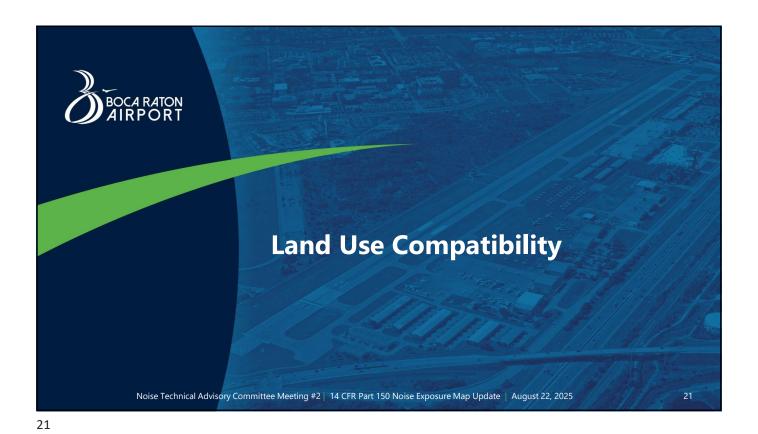
Departure

Licenso

Buddoor Fight Track

SOURCES Boca Ration Airport Authority, Aircraft Notise Monitoring System (ANOMS), Aircraft Radar and Fight Header Data for CY2024 (radar tracks), Ricordo & Associates, Inc., July 2025 (modeled tracks).

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Land Use Compatibility – FAA

- FAA Compatibility Threshold: DNL 65 dBA
- Residential: Can be conditionally compatible if sound attenuated to meet the required indoor levels
- Other Noise-Sensitive Uses: Can be conditionally compatible if sound attenuated to meet the required indoor levels (e.g., schools, hospitals, nursing homes, places of worship)
- All Uses: Majority are incompatible at levels higher than DNL 75 without any conditions allowed
- Compatibility Details: 14 CFR Part 150, Appendix A, Table 1

Land Use Compatibility - Local

- The City of Boca Raton (the City) holds land use regulatory authority in areas directly surrounding BCT
- The City has established three airport noise zones to ensure land use compatibility with the Airport:
 - Zone A (within DNL 75 dBA noise contour)
 - Zone B (DNL 70-75 dBA noise contour)
 - Zone C (DNL 65-70 dBA noise contour)
- The Authority has adopted the DNL 60 dBA noise contour as the boundary for determining land use compatibility, as outlined in the FAA's Record of Approval for the 1990 BCT Part 150 Study (dated August 19, 1991)

SOURCE: City of Boca Raton, Code of Ordinances, Chapter 3, Article III, Compatible Land Uses and Noise Zones, April 28, 2025.



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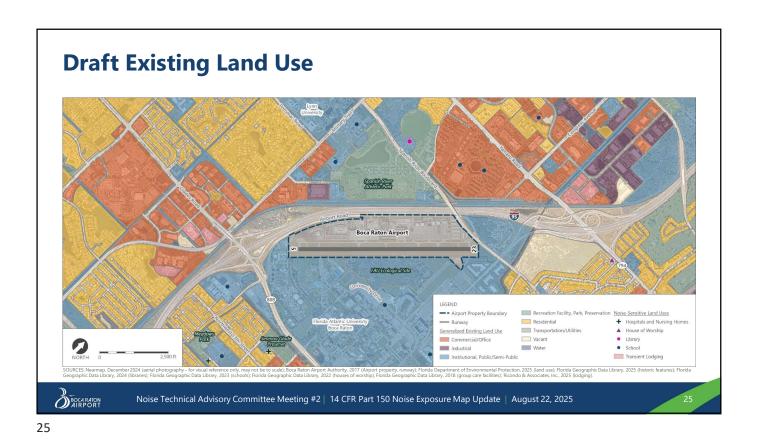
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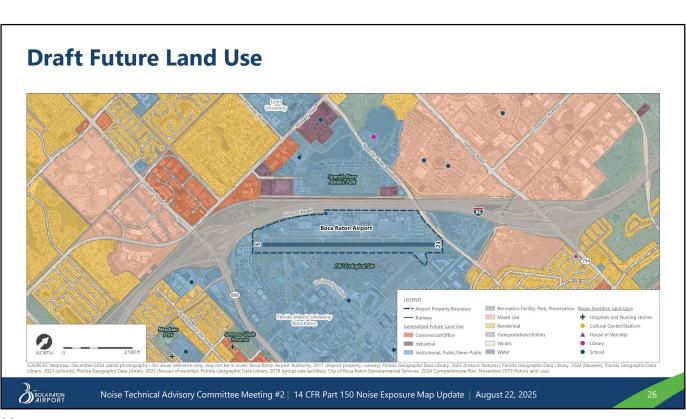
City of Boca Raton 2020 Comprehensive Plan

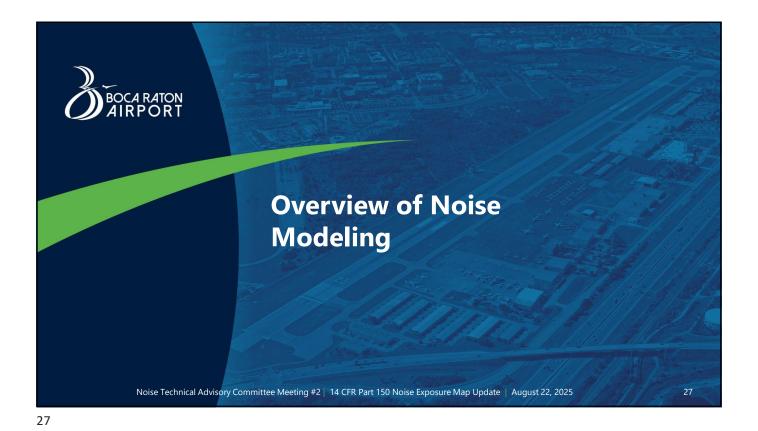
- Transportation Element Policy 4.2.4
 - BRAA review required for development proposed within the 55 through 70
 DNL noise contour
- Future Land Use Element Policy 2.3.3
 - An avigation easement is required for future residential or mixed use future land use within 60 through 70 DNL noise contours

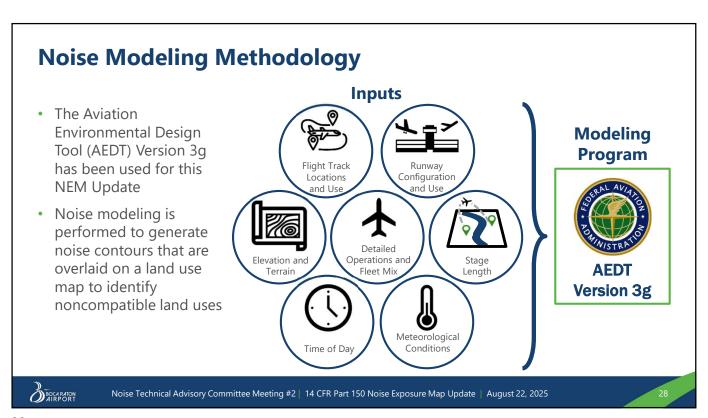
SOURCE: City of Boca Raton, 2020 Boca Raton Comprehensive Plan, July 2020

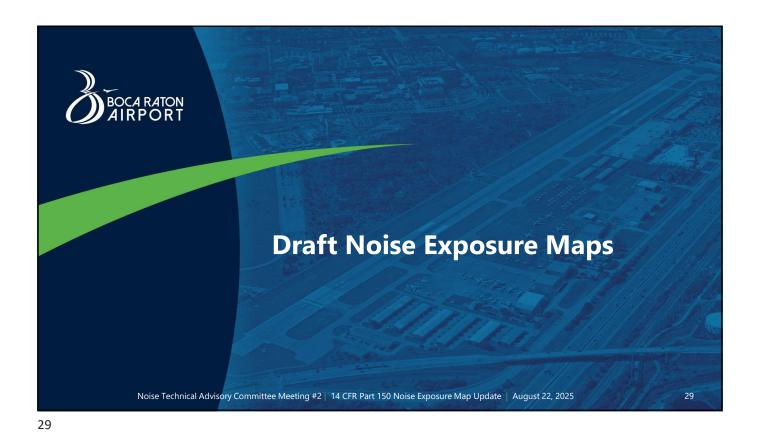


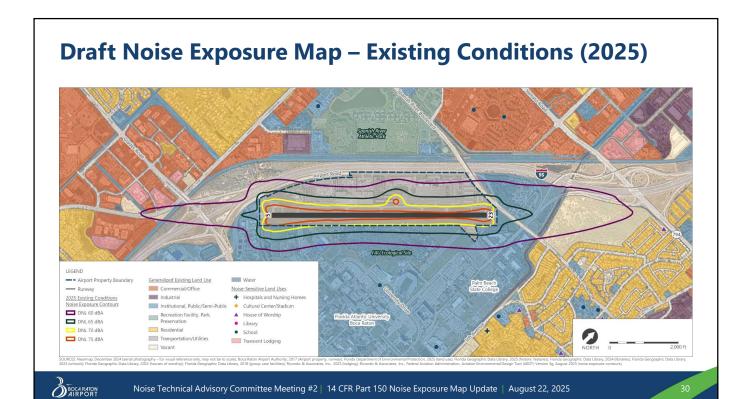


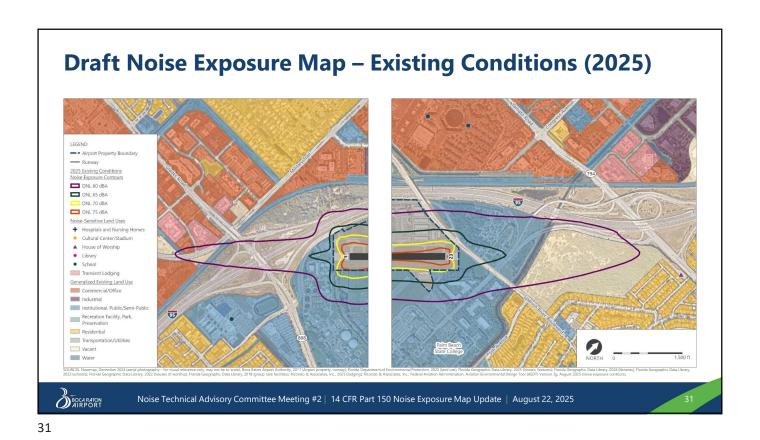


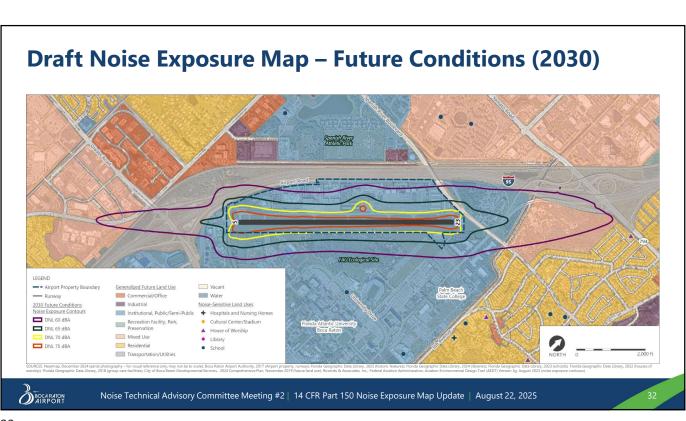


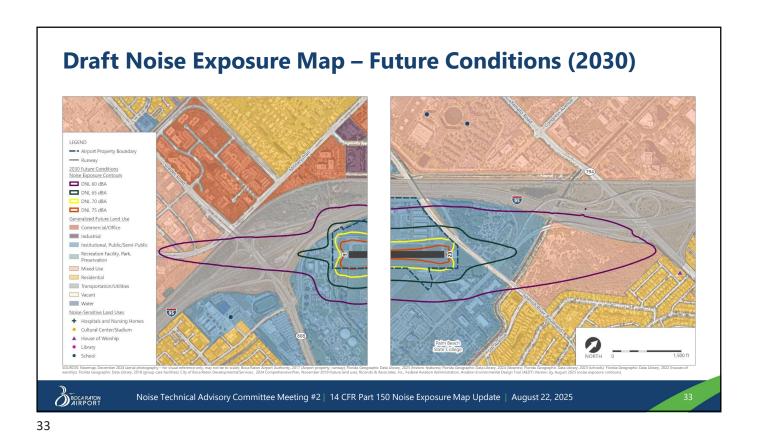












Noise Impact Analysis – 2025 and 2030

		NOI	SE-SENSITIVE SI	TES AND LAND	AREA EXPOSE	D TO DNL 60 dl	BA AND HIGHER			
NOISE LEVEL	TOTAL AREA (ACRES)	RESIDENTIAL HOUSING UNITS	POPULATION	PLACE OF WORSHIP	SCHOOLS	HOSPITALS/ ASSISTED LIVING	HISTORIC RESOURCES	PUBLIC LIBRARIES	TRANSIENT LODGING	OUTDOOR VENUES/ ARENAS ¹
2025 EXISTING O	CONDITIONS									
DNL 60-65 dBA	271.6	0	0	0	1	0	0	0	1	0
DNL 65-70 dBA	96.4	0	0	0	1	0	0	0	0	0
DNL 70-75 dBA	54.4	0	0	0	1	0	0	0	0	0
DNL 75+ dBA	43.2	0	0	0	0	0	0	0	0	0
Total	465.9	0	0	0	1⁺	0	0	0	1*	0
2030 FUTURE CO	ONDITIONS									
DNL 60-65 dBA	300.3	0	0	0	1	0	0	0	1	0
DNL 65-70 dBA	106.2	0	0	0	1	0	0	0	0	0
DNL 70-75 dBA	56.9	0	0	0	1	0	0	0	0	0
DNL 75+ dBA	47.7	0	0	0	0	0	0	0	0	0
Total	511.1	0	0	0	1 [†]	0	0	0	1*	0
Difference	45.2	0	0	0	0	0	0	0	0	0

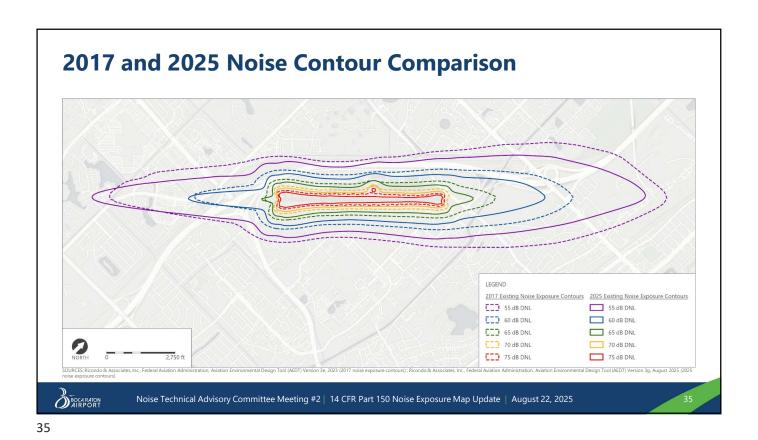
NOTES:

dBA - A-weighted decibels

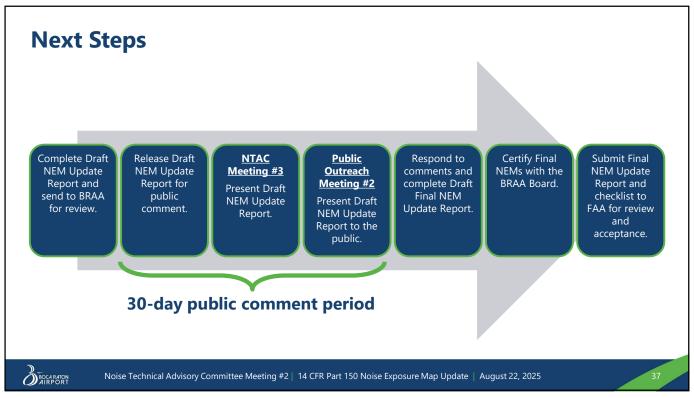
DNL – Day-Night Average Sound Level
SOURCE: Ricondo & Associates, Inc., August 2025.

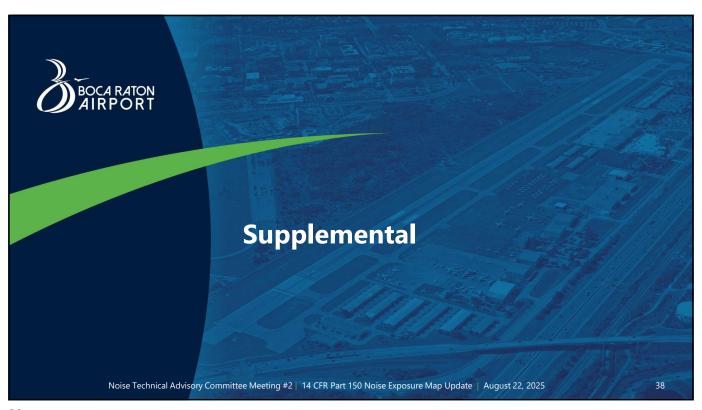
- 1 Includes outdoor sports arenas and music amphitheaters.
- Does not include buildings or structures.
- † Includes Florida Atlanta University (FAU).











			BCT FLEET MIX ACCOR	RDING TO A	EDT ANP		
AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL	AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL
ASTR	Jet	IA1125	Israel IAI-1125 Astra	C551	Jet	CNA55B	Cessna 551 Citation IISP
BE40	Jet	MU3001	Raytheon Beechjet 400	C55B	Jet	CNA55B	Cessna 550 Citation Bravo
C25A	Jet	CNA525C	Cessna Citation Jet CJ2 (Cessna 525A)	C560	Jet	CNA560U	Cessna 560 Citation V
C25B	Jet	CNA525C	Cessna Citation Jet CJ3 (Cessna 525B)	C56X	Jet	CNA560XL	Cessna 560 Citation Excel
C25C	Jet	CNA525C	Cessna Citation Jet CJ4 (Cessna 525C)	C650	Jet	CIT3	Cessna 650 Citation III
C25M	Jet	CNA525C	Cessna Citation Jet CJ/CJ1 (Cessna 525)	C680	Jet	CNA680	Cessna 680 Citation Sovereign
C500	Jet	CNA500	Cessna 500 Citation I	C68A	Jet	CNA680	Cessna 680-A Citation Latitude
C501	Jet	CNA500	Cessna 501 Citation ISP	C750	Jet	CNA750	Cessna 750 Citation
C510	Jet	CNA510	Cessna Citation 510	CL30	Jet	CL600	Bombardier Challenger 300
C525	Jet	CNA525C	Cessna Citation Jet CJ/CJ1 (Cessna 525)	CL35	Jet	CL600	Bombardier Challenger 350
C550	Jet	CNA55B	Cessna 550 Citation II	CL60	Jet	CL600	Bombardier Challenger 600
T38	Jet	T-38A	Northrop T-38 Talon	CRJ2	Jet	CL600	Bombardier CRJ-200

SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2024.



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BCT Fleet by AEDT ANP Profile

	BCT FLEET MIX ACCORDING TO AEDT ANP (CONT.)											
AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL	AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL					
CRJ7	Jet	CRJ9-ER	Bombardier CRJ-700	FA8X	Jet	GIV	Dassault Falcon 8X					
E145	Jet	EMB145	Embraer ERJ145	G150	Jet	IA1125	Gulfstream G150					
E35L	Jet	EMB145	Embraer ERJ135 Legacy Business	G280	Jet	CL601	Gulfstream G280					
E50P	Jet	CNA510	Embraer Phenom 100 (EMB-500)	GA5C	Jet	GV	Gulfstream Aerospace Gulfstream G500 (G-7)					
E545	Jet	CNA750	Embraer Praetor 500	GA6C	Jet	GV	Gulfstream G600					
E550	Jet	CNA55B	Embraer Legacy 500 (EMB-550)	GALX	Jet	IA1125	Israel IAI-1126 Galaxy					
E55P	Jet	CNA55B	Embraer Phenom 300 (EMB-505)	GL5T	Jet	BD-700-1A11	Bombardier Global 5500					
EA50	Jet	ECLIPSE500	Eclipse 500	GL7T	Jet	BD-700-1A10	Bombardier Global 7500					
F2TH	Jet	CNA750	Dassault Falcon 2000-EX	GLEX	Jet	BD-700-1A10	Bombardier Global Express					
F900	Jet	FAL900EX	Dassault Falcon 900	GLF4	Jet	GIV	Gulfstream G450					
FA50	Jet	FAL900EX	Dassault Falcon 50	GLF5	Jet	GV	Gulfstream G-5 Gulfstream 5 / G-5SP Gulfstream G500					
FA7X	Jet	GIV	Falcon 7X	GLF6	Jet	G650ER	Gulfstream G650ER					

 $SOURCE: Federal \ Aviation \ Administration, \ Aviation \ Environmental \ Design \ Tool \ (AEDT) \ Version \ 3g, \ August \ 2024.$



			BCT FLEET MIX ACCO	RDING TO AEDT	ANP (CONT.)		
AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL	AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL
H25B	Jet	LEAR35	Hawker HS-125 Series 700	PC24	Jet	CNA55B	Pilatus PC-24
H25C	Jet	LEAR35	Raytheon Hawker 1000	PRM1	Jet	CNA55B	Raytheon Premier I
HA4T	Jet	CNA750	Raytheon Hawker 4000 Horizon	SBR1	Jet	LEAR35	Rockwell Sabreliner 65
L39	Jet	T-38A	T-38 Talon	SF50	Jet	CNA510	Cirrus Vision SF50
LJ31	Jet	LEAR35	Bombardier Learjet 31	AA5	Piston	GASEPF	Grumman AA-5A/B
LJ35	Jet	LEAR35	Bombardier Learjet 35	AC11	Piston	GASEPV	Commander 114/115
LJ40	Jet	LEAR35	Bombardier Learjet 40	AC50	Piston	BEC58P	Rockwell Twin Commander 500
LJ45	Jet	LEAR35	Bombardier Learjet 45	AEST	Piston	BEC58P	Aerostar PA-60
LJ55	Jet	LEAR35	Bombardier Learjet 55	BE23	Piston	GASEPF	Beech 23 Musketeer Sundowner
⊔60	Jet	LEAR35	Bombardier Learjet 60	BE24	Piston	GASEPF	Beech 24 Musketeer Super Sierra
⊔70	Jet	LEAR35	Bombardier Learjet 70	BE33	Piston	GASEPV	Raytheon Beech Bonanza 36
LJ75	Jet	LEAR35	Bombardier Learjet 35	VELO	Piston	GASEPF	Velocity

SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2024.



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BCT Fleet by AEDT ANP Profile

	BCT FLEET MIX ACCORDING TO AEDT ANP (CONT.)											
AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL	AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL					
BE35	Piston	GASEPV	Beechcraft Bonanza 35	C150	Piston	GASEPF	Cessna 150 Series					
BE36	Piston	GASEPV	Raytheon Beech Bonanza 36	C152	Piston	GASEPF	Cessna 152					
BE50	Piston	BEC58P	Beechcraft Twin Bonanza	C162	Piston	GASEPF	Cessna 162					
BE55	Piston	BEC58P	Raytheon Beech 55 Baron	C172	Piston	CNA172	Cessna 172 Skyhawk					
BE58	Piston	BEC58P	Raytheon Beech Baron 58	C175	Piston	CNA172	Cessna 175					
BE60	Piston	BEC58P	Raytheon Beech 60 Duke	C177	Piston	CNA172	Cessna 177					
BE76	Piston	BEC58P	Beechcraft 76 Duchess	C180	Piston	CNA182	Cessna 180					
BL17	Piston	GASEPV	Bellanca Viking	C182	Piston	CNA182	Cessna 182					
BL8	Piston	CNA172	American Champion Scout	C185	Piston	CNA182	Cessna 185 Skywagon					
BN2P	Piston	BEC58P	Britten-Norman BN-2 Islander	C206	Piston	CNA206	Cessna 206					
BT36	Piston	GASEPV	Raytheon Beech Bonanza 36	C207	Piston	GASEPV	Cessna 207 Stationair					
C140	Piston	GASEPF	Cessna 140	C210	Piston	GASEPV	Cessna 210 Centurion					

 $SOURCE: Federal \ Aviation \ Administration, \ Aviation \ Environmental \ Design \ Tool \ (AEDT) \ Version \ 3g, \ August \ 2024.$



			BCT FLEET MIX ACCORD	ING TO AEDT	ANP (CONT.)		
AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL	AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL
C240	Piston	CNA206	Cessna 206	E300	Piston	GASEPV	EXTRA EA-300
C303	Piston	BEC58P	Cessna T303 Crusader	GLAS	Piston	GASEPV	Glasair
C310	Piston	BEC58P	Cessna 310	LNC2	Piston	CNA172	Lancair 320
C340	Piston	BEC58P	Cessna 340	LNC4	Piston	GASEPV	Lancair 3/4
C402	Piston	BEC58P	Cessna 402	M20P	Piston	GASEPV	Mooney M-20C Ranger
C414	Piston	BEC58P	Cessna 414	M20T	Piston	GASEPV	Turbo Mooney M20K
C421	Piston	BEC58P	Cessna 421 Piston	P06T	Piston	PA30	Tecnam P2006T
C77R	Piston	GASEPV	Cessna 177 Cardinal	P28A	Piston	GASEPF	Piper PA-28 Cherokee Series
COL4	Piston	GASEPV	Columbia Aircraft Lancair (COL3/4)	P28B	Piston	GASEPF	Piper PA-28 Cherokee Series
DA40	Piston	GASEPV	Diamond DA40	P28R	Piston	GASEPF	Piper PA-28 Cherokee Series
DA42	Piston	PA30	Diamond DA42 Twin Star L360	P32R	Piston	GASEPV	Piper PA-32 Cherokee Six
DA62	Piston	PA30	Diamond DA62	P68	Piston	PA30	Vulcanair P.68

SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2024.



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BCT Fleet by AEDT ANP Profile

			BCT FLEET MIX ACCORD	ING TO AEDT	ANP (CONT.)		
AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL	AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL
PA18	Piston	GASEPF	Piper PA-18-150	RV12	Piston	GASEPF	Vans RV12
PA23	Piston	BEC58P	Piper PA-23 Apache/Aztec	RV14	Piston	GASEPV	Vans RV14
PA24	Piston	GASEPV	Piper PA-24 Comanche	RV6	Piston	GASEPV	Vans RV6
PA27	Piston	BEC58P	Piper PA-27 Aztec	RV7	Piston	GASEPV	Vans RV-7
PA30	Piston	PA30	Piper PA-30 Twin Comanche	RV8	Piston	GASEPV	Vans RV8
PA31	Piston	BEC58P	Piper PA-31 Navajo	RV9	Piston	GASEPV	Vans RV9
PA32	Piston	GASEPV	Piper PA-32 Cherokee Six	S22T	Piston	COMSEP	Cirrus SR22 Turbo
PA34	Piston	BEC58P	Piper PA-34 Seneca	SR20	Piston	COMSEP	Cirrus SR20
PA38	Piston	GASEPF	Piper PA-38 Tomahawk	SR22	Piston	COMSEP	Cirrus SR22
PA44	Piston	PA30	Piper PA44	ST75	Piston	GASEPV	Boeing Stearman PT-17
PA46	Piston	GASEPV	Piper Malibu PA46 (Piston)	T206	Piston	CNA20T	Cessna 206
RV10	Piston	GASEPV	Vans RV10	T210	Piston	GASEPV	Cessna 210

 ${\sf SOURCE:} \ {\sf Federal}\ {\sf Aviation}\ {\sf Administration}, {\sf Aviation}\ {\sf Environmental}\ {\sf Design}\ {\sf Tool}\ ({\sf AEDT})\ {\sf Version}\ {\sf 3g},\ {\sf August}\ {\sf 2024}.$



			BCT FLEET MIX ACCORDIN	IG TO AEDT	ANP (CONT.)		
AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL	AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL
T34P	Piston	T34	Beech Mentor (Be45)	DH8C	Turboprop	DHC830	Bombardier de Havilland Dash 8 Q300
TBM9	Turboprop	CNA208	Socata TBM-9 series	DH8D	Turboprop	DHC8	DeHavilland DHC-8-200
B350	Turboprop	DHC6	Raytheon Super King Air 300	EPIC	Turboprop	CNA208	EPIC LT/Dynasty
BE10	Turboprop	DHC6	Raytheon King Air 100	MU2	Turboprop	DHC6	Mitsubishi MU-2
BE18	Turboprop	DHC6	Raytheon Beech 18	P180	Turboprop	CNA441	Piaggio Aerospace P-180 Avanti
BE20	Turboprop	DHC6	Raytheon Super King Air 200	P46T	Turboprop	CNA208	Piper PA46-TP Meridian
BE30	Turboprop	DHC6	Raytheon Super King Air 300	P750	Turboprop	CNA208	Pacific Aerospace P-750 XSTOL
BE9L	Turboprop	DHC6	Raytheon King Air 100	PAY1	Turboprop	CNA441	Neiva NE-821 Caraja
C208	Turboprop	CNA208	Cessna 208 Caravan	PAY2	Turboprop	CNA441	Piper PA-31T Cheyenne
C425	Turboprop	CNA441	Cessna 425 Conquest I	PC12	Turboprop	CNA208	Pilatus PC-12
C441	Turboprop	CNA441	Cessna 441 Conquest II	CN35	Turboprop	SF340	CASA CN-235-300/HC144 Sentry
CVLP	Turboprop	DHC8	Convair CV-240/T-29	SW4	Turboprop	DHC6	Fairchild Metro

SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2024.



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BCT Fleet by AEDT ANP Profile

	BCT FLEET MIX ACCORDING TO AEDT ANP (CONT.)										
AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL	AIRCRAFT ID	ENGINE TYPE	ANP ID	AIRFRAME MODEL				
TBM7	Turboprop	CNA208	EADS Socata TBM-700	EC35	Helicopter	EC130	Eurocopter EC-T2 (CPDS)				
TBM8	Turboprop	CNA208	SOCATA TBM 850	H500	Helicopter	H500D	Hughes OH-6 Cayuse				
A109	Helicopter	A109	Agusta A-109	H60	Helicopter	S70	Sikorsky S-70 Blackhawk (UH- 60A)				
AS50	Helicopter	SA350D	Aerospatiale SA-350D Astar (AS-350)	R22	Helicopter	R22	Robinson R22				
AS55	Helicopter	SA355F	Aerospatiale SA-355F Twin Star (AS-355)	R44	Helicopter	R44	Robinson R44 Raven				
AS65	Helicopter	SA365N	Aerospatiale SA-365N Dauphin (AS-365N)								
B06	Helicopter	B206L	Bell 206 JetRanger								
B407	Helicopter	B407	Bell 407 / Rolls-Royce 250-C47B								
B429	Helicopter	B429	Bell 429								
EC20	Helicopter	SA341G	Eurocopter EC 120								
EC30	Helicopter	EC130	Eurocopter EC-130								
S76	Helicopter	S76	Sikorsky S-76								

SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2024.



Modeled Stage Length for Jets at BCT

	JET DEPARTURE STAGE LENGTH (SHARE BY EACH AIRCRAFT)										
ANP ID	1	2	3	4	5	Total					
BD-700-1A10	21.4%	49.2%	20.6%	5.0%	3.8%	100.0%					
BD-700-1A11	38.9%	31.7%	20.6%	8.7%		100.0%					
CIT3	100.0%					100.0%					
CL600	100.0%					100.0%					
CL601	100.0%					100.0%					
CNA500	100.0%					100.0%					
CNA510	100.0%					100.0%					
CNA525C	100.0%					100.0%					
CNA55B	100.0%					100.0%					
CNA560U	100.0%					100.0%					
CNA560XL	100.0%					100.0%					
CNA680	100.0%					100.0%					
CNA750	100.0%					100.0%					

NOTE: Totals may not add due to rounding.
SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2024; Ricondo & Associates, August 2025.

DEOCARATON AIRPORT

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Modeled Stage Length for Jets at BCT

	JET DE	PARTURE STAGE LEI	NGTH (SHARE BY E	ACH AIRCRAFT) (C	ONT.)	
ANP ID	1	2	3	4	5	Total
CRJ9-ER	41.2%	42.0%	9.1%	7.7%		100.0%
ECLIPSE500	65.4%	34.2%	0.4%			100.0%
EMB145	13.3%	81.8%	3.1%	1.9%		100.0%
FAL900EX	100.0%					100.0%
G650ER	23.4%	43.8%	12.5%	15.6%	4.7%	100.0%
GIV	100.0%					100.0%
GV	100.0%					100.0%
IA1125	100.0%					100.0%
LEAR35	100.0%					100.0%
MU3001	100.0%					100.0%
Total All Jets	93.4%	5.1%	1.0%	0.5%	0.1%	100.0%

NOTE: Totals may not add due to rounding.
SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2024; Ricondo & Associates, August 2025.



FAA Land Use Compatibility

Land use	Yearly da	y-night av	erage sour	d level (Ld	n) [DNL] ir	decibels
Land use	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and	Υ	N(1)	N(1)		N	N
ransient lodgings						
Mobile home parks	Υ	N	N	N		N
Fransient lodgings	Υ	N(1)	N(1)	N(1)	N	N
Public Use						
schools	Υ	N(1)	N(1)			N
Hospitals and nursing homes	Υ	25	30			N
Churches, auditoriums, and concert halls	Υ	25	30			N
Sovernmental services	Υ	Υ	25	30	N	N
Fransportation	Υ	Υ	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Υ	Υ	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Υ	25	30	N	N
Wholesale and retail building materials, nardware and farm equipment	Υ	Υ	Y(2)	Y(3)	Y(4)	N
Retail trade – general	Υ	Υ	25	30	N	N
Itilities	Y	Y	Y(2)	Y(3)	Y(4)	N.
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Υ	Υ	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Υ	Υ	25	30	N	N
Agriculture (except livestock) and forestry	Υ	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
ivestock farming and breeding	Υ	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Υ	Υ	Υ	Υ	Υ	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Υ	N	N	N	N	N
Nature exhibits and zoos	Υ	Υ			N	N
Amusements, parks, resorts and camps.	Υ	Υ	Y		N	N
	Υ	Υ	25	30	N	N

LEGEND

Y Compatible without restrictions

Y or ## Generally compatible with Noise Level Reduction (NLR) measures

N (#) Not compatible, but if allowed NLR measures required

Not compatible and should be prohibited

"The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Notes for Table 1

- (1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- (2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.
- (5) Land use compatible provided special sound reinforcement systems are installed.
- (6) Residential buildings require an NLR of 25.
- (7) Residential buildings require an NLR of 30.
- (8) Residential buildings not permitted.

Source: 14 CFR Part 150, Appendix A, Table 1. [Bracketed material and color added by Ricondo & Associates, Inc.]



APPENDIX D.3

Boca Raton Airport Authority Board Meeting



BOCA RATON AIRPORT AUTHORITY WORKSHOP June 18th, 2025 3:00 P.M. – 4:30 P.M.

Boca Raton Airport Authority Administration Building 903 NW 35th St, Boca Raton FI, 33431

AGENDA

Roll Call

ROBERT TUCKER CHAIR

RANDY NOBLES VICE-CHAIR

MITCHELL FOGEL SECRETARY/TREASURER

CHERYL BUDD BOARD MEMBER
GENE FOLDEN BOARD MEMBER
JAMES R. NAU BOARD MEMBER
MELVIN POLLACK BOARD MEMBER

- 1. Noise Exposure Map Project Update.
- 2. Public Comment.
- 3. Next Steps.



BOCA RATON AIRPORT AUTHORITY WORKSHOP June 18th, 2025 3:00 P.M. – 4:30 P.M.

Boca Raton Airport Authority Administration Building 903 NW 35th St, Boca Raton FI, 33431

AGENDA

MEMBERS IN ATTENDANCE

ROBERT TUCKER CHAIR

RANDY NOBLES VICE-CHAIR

MITCHELL FOGEL SECRETARY/TREASURER

CHERYL BUDD BOARD MEMBER
GENE FOLDEN BOARD MEMBER
JAMES R. NAU BOARD MEMBER
MELVIN POLLACK BOARD MEMBER

COUNSEL

Amy Petrick, Esquire – Lewis Longman & Walker, P.A.

STAFF IN ATTENDANCE

Clara Bennett Executive Director Scott Kohut Deputy Director

Robert Abbott Finance and Administration Director

Richard Gurzo Accounting Coordinator
Hannah Naveda Operations Coordinator
Robert Pratt Operations Coordinator
Leonel Romero Operations Coordinator

Welcome and Introduction

Mr. Tucker called the meeting to order at 3:00 p.m. and welcomed everyone to the workshop.

Robert Pratt provided an overview of the Noise Exposure Map Update and introduced John Williams with Ricondo and Associates.

Mr. Fogel arrived at 3:34 p.m.

Noise Exposure Map Update

Mr. John Williams, Senior Vice President, Ricondo and Associates provided a detailed overview of the Noise Exposure Map Update, explained the development process, and summarized the Noise Technical Advisory Committee meeting.

Board Member Discussion

There was no discussion.

Public Comment

There was no public comment.

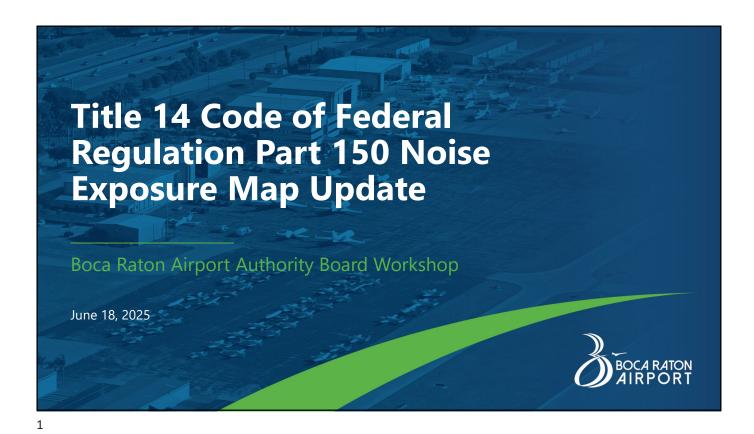
Next Steps

ADJOURNMENT

Meeting adjourned at 3:59 p.m.

Randy Wobles, Chair

8/20/25 Date



Meeting Agenda

- Project Team
- Boca Raton Airport Authority Board Role
- Noise Technical Advisory Committee Role / June 17 Meeting Summary
- Title 14 Code of Federal Regulation (CFR) Part 150 Overview
- Noise Exposure Map (NEM) Update Process Overview
- Introduction to Noise Metrics
- Aircraft Activity Baseline and Forecast
- Operational Analysis
- Land Use and Zoning
- Next Steps

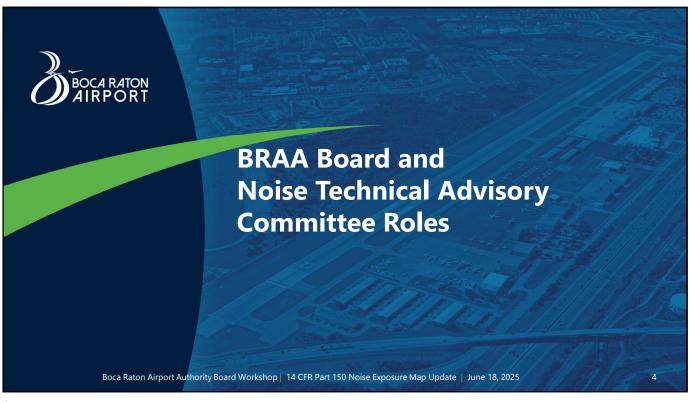
Project Team

- Boca Raton Airport Authority (BRAA): Robert Pratt Project Manager
- Ricondo & Associates, Inc.
 - John Williams Project Manager
 - Jeff Covert Part 150 Process Manager
 - Dharma Thapa Noise Modeling Lead
 - Kate Doughty GIS Lead



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Noise Technical Advisory Committee - Representation

- NTAC members include:
 - Airport sponsor (BRAA)
 - Public land use planning agency(ies) within anticipated noise exposure area
 - Aeronautical users
 - Airport tenants (i.e., fixed based operators, etc.)
 - Aviation trade associations (i.e., Aircraft Owners and Pilots Association, etc.)
 - FAA Officials ex officio status (i.e., FAA Airports District Office, FAA Airport Traffic Control Tower)
- Anticipated Meeting Frequency: 3 Afternoon TAC Meetings



Noise Technical Advisory Committee - Role

- Advisors to the NEM Update process on:
 - Flight operations
 - Forecast
 - · Land use
- Submit views, data, and comments on forecasts, input data, and results
- BRAA maintains final decision making



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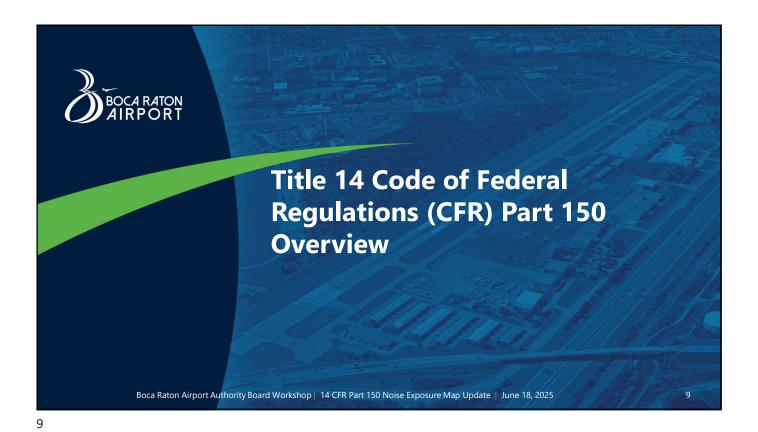
Noise Technical Advisory Committee – Meeting #1 Summary Attendees

- Members of the NTAC met for the first time on June 17, 2025
- 17 members attended either virtually or in person
- Items of discussion:
 - Use of the Day-Night Average Sound Level
 - Use of Aviation Environmental Design Tool

- Based Tenants
- Boca Aircraft Owners
- BRAA Board
- BRAA Staff
- City of Boca Raton
- FAA
- Federation of Home Owners (HOA for 10+ communities)
- FHP Aviation
- Global Wings

- Lynn University
- NetJets
- HAB Center Boca Raton
- Palm Beach County Dept of Airports
 - West Boca Raton Community High School
- Wimbledon Villas
- Boomers
- Via Verde HOA





Title 14 CFR Part 150 Overview

- Purpose:
 - Establishes the *procedures, standards and methodology* for airport sponsors to *voluntarily* prepare, submit and review airport noise exposure maps (NEMs) and noise compatibly programs (NCPs).
 - Provides information to the public regarding existing and future noise exposure and noncompatible land uses around the airport
 - Provides a means to identify measures to reduce and/or prevent new noncompatible land uses
 - Describes FAA review process related to NEM acceptance and NCP approval
- **Objective:** inform surrounding communities of noise exposure and, if necessary, evaluate and identify methods to maintain and/or improve compatibility around the airport

Title 14 CFR Part 150 Overview – Boca Raton Airport History



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BOCA RATON

Title 14 CFR Part 150 Overview – Boca Raton Airport History

- Updated noise contours for BCT were prepared in 2017
 - The DNL 65 noise contour largely remained within airport property
 - No noncompatible land uses were identified
 - A formal NEM Update was not submitted to FAA
- Since 2017, the operational environment at BCT has changed which warrants an NEM Update
 - Operations level
 - Aircraft types
 - Operation types (e.g., itinerant vs. local operations)
- BRAA is <u>not</u> updating the NCP as part of this study



SOURCES: National Geographic, Esri, De Lorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp., October 2017 (base map); Aviation Environmental Design Tool, October 2017 (AEDT Tracks); Ricondo-Associates, Inc., October 2017.

BRAA is pursuing a NEM Update to identify if there are any changes in land use compatibility





NEM Update Process – Roles and Responsibilities

Federal Aviation

- Review and accept scope
- Approve any aircraft substitution and customization to aircraft noise model input
- Approve forecast
- Review and accept the NEM

Boca Raton Airport Authority (BRAA)

- Sponsor the NEM Update
- Certify accuracy of the NEM
- Consult with stakeholders
- Coordinate with general public
- Submit NEM to FAA for review

Local Government

 Provide input on existing and future land use and zoning

Advisory Committee (NTAC) ¹

 Provide input and insight on technical aspects of aviation, airport operations, and land use

Public²

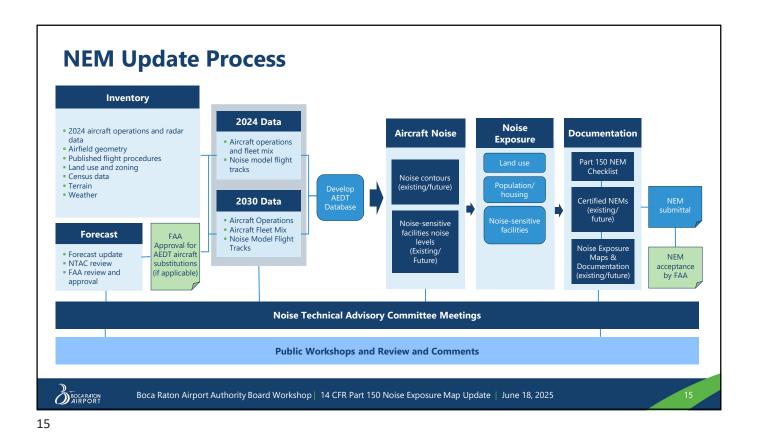
 Review/comment on NEM and forecast

NOTES:

1 NTAC members may include the FAA Airports District Office, Airport Traffic Control Tower, local jurisdictions, airport users, and community representatives 2 Public stakeholders may include those with aviation interests, citizen representatives from local communities, and other interested parties.



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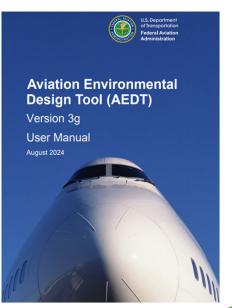


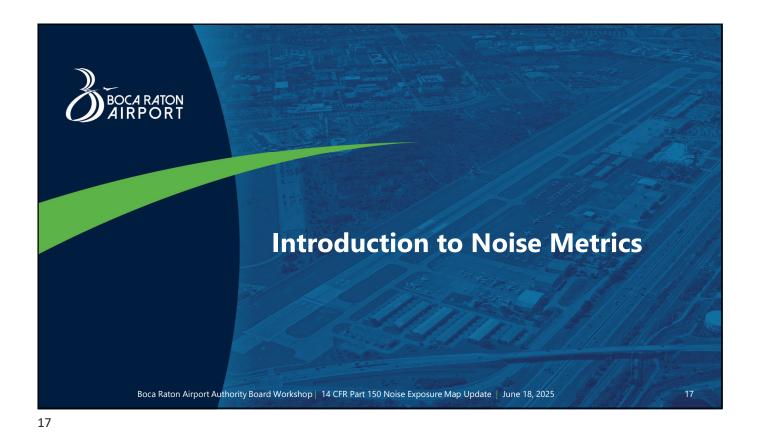
- Aviation Environmental Design Tool (AEDT)
- Aircraft noise modeling allows:
 - Calculation of aircraft noise exposure at any location
 - Illustration of annual average aircraft noise exposure
 - Forecast of future aircraft noise exposure
 - Evaluation of changes in noise impacts due to:
 - o changes in runway configuration or use
 - o changes in numbers of operations
 - o changes in aircraft fleet mix
 - changes in operational procedures

AEDT is used to generate aircraft noise contours to assess land use compatibility



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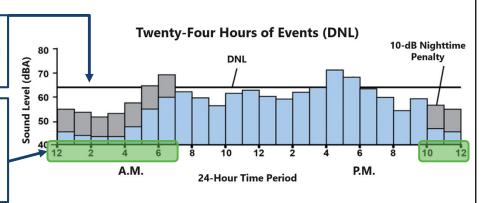


Day-Night Average Sound Level (DNL) Noise Metric

- FAA requires use of the annual Day-Night Average Sound Level (DNL) noise metric
- DNL is calculated based on an "annual average day" (AAD) derived from aircraft operations data for an entire calendar year

DNL is a 24-hour time weighted energy average noise level based on A-weighted decibels (dBA)

Noise events occurring during the nighttime hours (10:00 p.m. to 7:00 a.m.) are weighted with a 10-decibel weighting to represent increased sensitivity during those hours





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Forecast Approach

- As directed by FAA, 2024 will be used to represent existing conditions
- Forecast for 2030 will be "re-based" using growth rates established for the Master Plan Update (MPU) forecast
 - Forecasts of socioeconomic variables remain similar to those used for the MPU forecast
 - MPU forecast growth rates for user categories (i.e., air taxi & general aviation) and itinerant and local operations remain reasonable
 - Incorporate recent increase in flight training activity (i.e., local operations) to inform forecasts
- Temporary Flight Restrictions (TFR) effects are temporary and not expected to impact yearly operations and day/night noise levels for the Future Conditions (2030) NEM

Preliminary Data – Subject to Change

Summary of Findings

- Master Plan Update (MPU) forecast developed in 2020 and approved by the FAA
- Updated forecast based on actual operations (2024) and estimated 2030 operations using MPU forecast growth rates

		ITINERANT C	PERATIONS		LOC			
Year	AIR TAXI	GENERAL AVIATION	MILITARY	TOTAL	GENERAL AVIATION	MILITARY	TOTAL	TOTAL AIRPORT
Existing Conditions - 2024	16,088	42,870	151	59,109	26,171	275	26,446	85,555
Future Conditions - 2030	19,177	47,311	151	66,639	30,360	275	30,635	97,274
Compound Annual Growth Rate	3.0%	1.7%	0.0%	2.0%	2.5%	0.0%	2.5%	2.2%

NOTES: FYTD – Fiscal Year-to-Date. Fiscal year-to-date data from October 2024 to February 2025. SOURCE: Federal Aviation Administration, *Operations Network*, April 2025; Ricondo & Associates, Inc., April 2025.

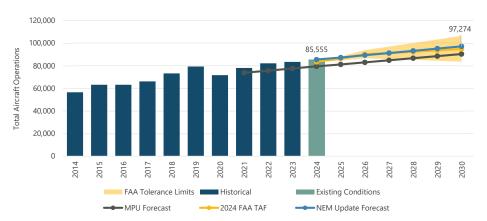


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Airport Operations Forecast

Total airport operations are forecast to increase from 85,555 (2024) to 97,274 (2030), a CAGR of 2.2 percent

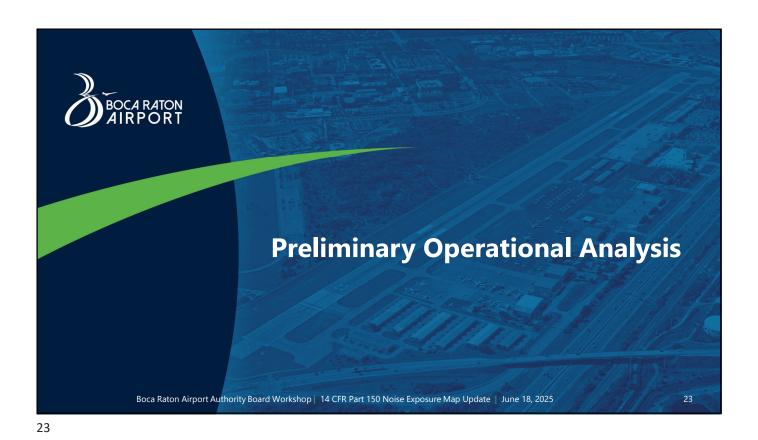


NOTES: FAA TAF tolerance represents +-10 percent in five years. MPU – Master Plan Update. Operations were originally forecast on a fiscal year basis (October 1 through September 30) for the MPU forecast and are presented on a calendar year basis in the table. The FAA TAF is forecast on a fiscal year basis (October 1 through September 30) and is presented as published.

SOURCE: Federal Aviation Administration, Operations Network, April 2025, Terminal Area Forecast, January 2025; Ricondo & Associates, Inc., April 2025.



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Average Daily Operations Mode by Time of Day - 2024

	ARRIVALS			DEPARTURES			TOUCH AND GO ³			AAD
AIRCRAFT CATEGORY	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	TOTAL
Jet	42.3	2.9	45.1	43.3	1.8	45.1	0.5	0.1	0.5	90.8
Turboprop	4.7	0.3	5.0	4.8	0.3	5.0	0.3	0.2	0.5	10.6
Prop	27.6	2.2	29.8	28.0	1.7	29.8	33.7	1.5	35.1	94.6
Helicopter	0.9	0.1	1.0	1.0	0.1	1.0	0.1	0.0	0.1	2.2
Total	75.5	5.5	81.0	77.1	3.9	81.0	34.5	1.7	36.2	198.1

- DAY = 7:00 A.M. TO 10:00 P.M.
- NIGHT = 10:00 P.M. TO 7:00 A.M.
- One Touch-and-Go traffic includes one landing and take off (LTO)

AAD = Average Annual Day Operations

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024; BCT Airport Traffic Control Tower Operations Log, Federal Aviation Administration, Air Traffic Activity Data System data and Traffic Flow Management System Counts (TFMSC), http://aspm.faa.gov/(date accessed January 14, 2025). Ricondo & Associates, Inc., January 2025.



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Existing (2024) Average Annual Day Arrivals, Departures and Touchand-Go by Day and Night – <u>Percentage</u>

		ARRIVALS			DEPARTURES		TOUCH-AND-GO		
AIRCRAFT CATEGORY	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL
Jet	52.2%	3.6%	55.8%	53.5%	2.3%	55.8%	1.3%	0.2%	1.5%
Turboprop	5.8%	0.4%	6.2%	5.9%	0.3%	6.2%	0.8%	0.5%	1.2%
Prop	34.1%	2.7%	36.8%	34.6%	2.2%	36.8%	92.9%	4.1%	97.0%
Helicopter	1.2%	0.1%	1.3%	1.2%	0.1%	1.3%	0.3%	0.0%	0.3%
Total	93.2%	6.8%	100.0%	95.2%	4.8%	100.0%	95.3%	4.7%	100.0%

NOTES:

Columns and rows may not add to totals due to rounding.

- DAY = 7:00 A.M. TO 10:00 P.M.
- 2 NIGHT = 10:00 P.M. TO 7:00 A.M.

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data for CY2024; BCT Airport Traffic Control Tower Operations Log, Federal Aviation Administration, Air Traffic Activity Data System data and Traffic Flow Management System Counts (TFMSC), http://aspm.faa.gov/ (date accessed January 14, 2025). Ricondo & Associates, Inc., January 2025.



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Runway Use – Daytime & Nighttime Operations



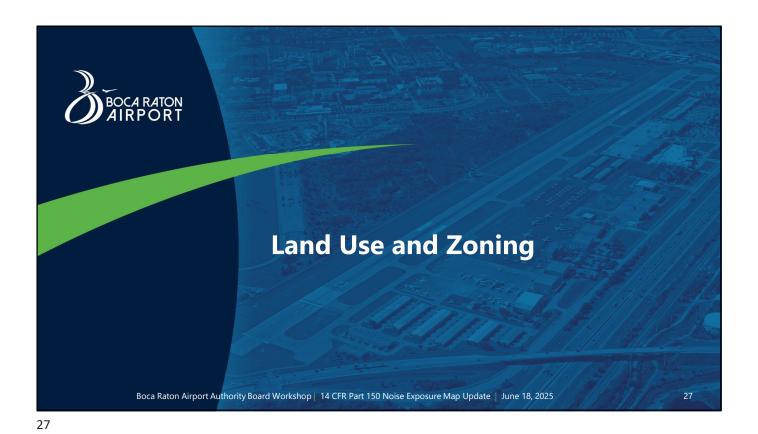
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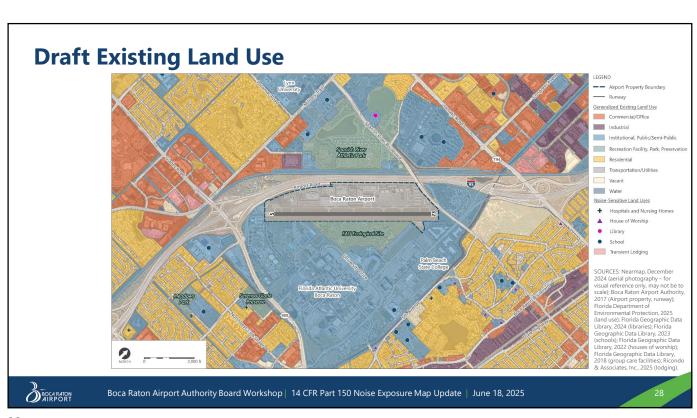
DAY = 7:00 A.M. TO 10:00 P.M. NIGHT = 10:00 P.M. TO 7:00 A.

SOURCE: Ricondo & Associates, Inc., January 2025; Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data, date from January 1, 2024 to December 31, 2024



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Existing Zoning

- The City of Boca Raton (the City) holds land use regulatory authority in areas directly surrounding BCT
- The City has established three airport noise zones to ensure compatibility with the Airport:
 - Zone A (within the 75 DNL contour)
 - Zone B (70–75 DNL)
 - Zone C (65–70 DNL)
- The Authority has adopted the DNL 60 contour as the boundary for determining land use compatibility, as outlined in the FAA's Record of Approval for the 1990 BCT Part 150 Study (dated August 19, 1991)

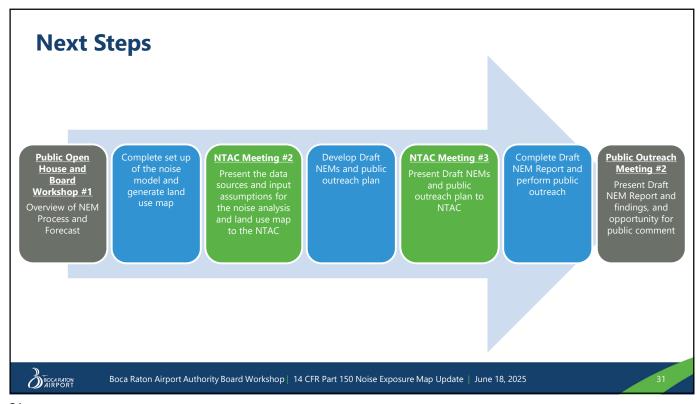
SOURCE: City of Boca Raton, Code of Ordinances, Chapter 3, Article III, Compatible Land Uses and Noise Zones. April 28, 2025.

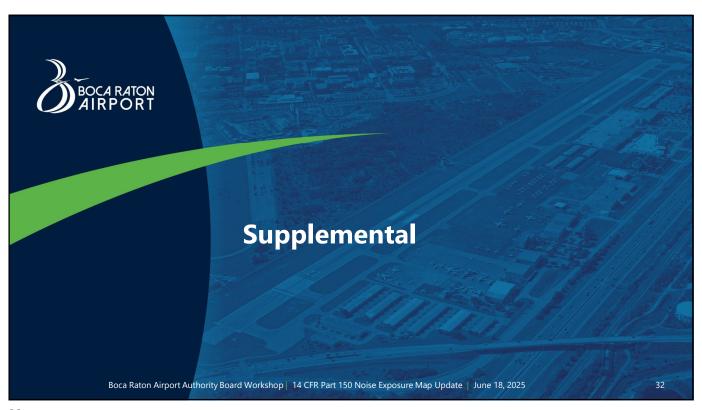


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Preliminary Data – Subject to Change

Airport Operations Forecast by Category

	ITINERANT OPERATIONS				LOCAL OPERATIONS				SHARE OF OPERATIONS	
YEAR	AIR TAXI	GENERAL AVIATION	MILITARY	TOTAL	GENERAL AVIATION	MILITARY	TOTAL	TOTAL AIRPORT	ITINERANT	LOCAL
2019	11,705	40,033	51	51,789	29,039	102	29,141	80,930	64%	36%
2020	10,866	33,723	22	44,611	25,148	114	25,262	69,873	64%	36%
2021	13,673	40,566	31	54,270	27,406	124	27,530	81,800	66%	34%
2022	15,006	42,189	39	57,234	24,276	116	24,392	81,626	70%	30%
2023	16,324	42,668	85	59,077	22,418	116	22,534	81,611	72%	28%
2024	16,088	42,870	151	59,109	26,171	275	26,446	85,555	69%	31%
2025	16,556	43,612	151	60,319	26,795	275	27,070	87,389	69%	31%
2026	17,091	44,411	151	61,653	27,508	275	27,783	89,436	69%	31%
2027	17,599	45,119	151	62,869	28,221	275	28,496	91,365	69%	31%
2028	18,107	45,827	151	64,085	28,934	275	29,209	93,294	69%	31%
2029	18,655	46,615	151	65,421	29,647	275	29,922	95,343	69%	31%
2030	19,177	47,311	151	66,639	30,360	275	30,635	97,274	69%	31%
CAGR										
2019 - 2024	6.6%	1.4%	24.2%	2.7%	-2.1%	21.9%	-1.9%	1.1%		
2024 - 2030	3.0%	1.7%	0.0%	2.0%	2.5%	0.0%	2.5%	2.2%		

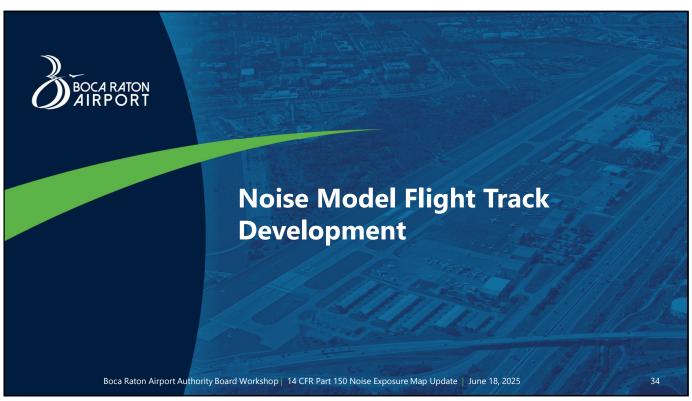
 $NOTES: Historical\ data\ from\ 2019\ to\ 2024\ and\ forecast\ from\ 2024\ to\ 2030.\ CAGR-Compound\ Annual\ Growth\ Rate.$

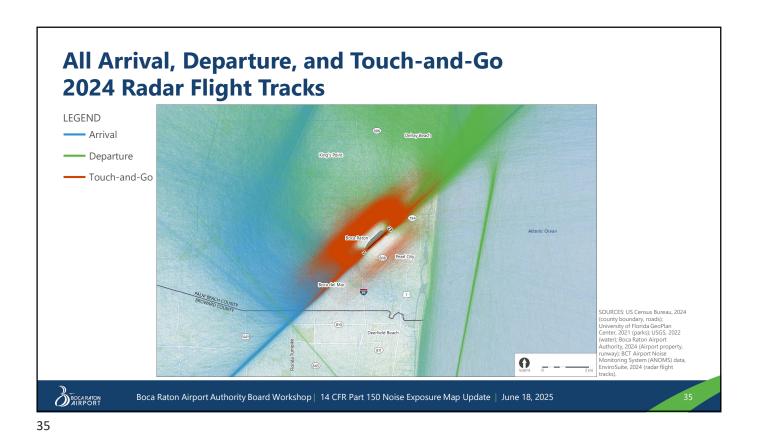
SOURCE: Federal Aviation Administration, Operations Network, April 2025, Terminal Area Forecast, January 2025; Ricondo & Associates, Inc., April 2025.

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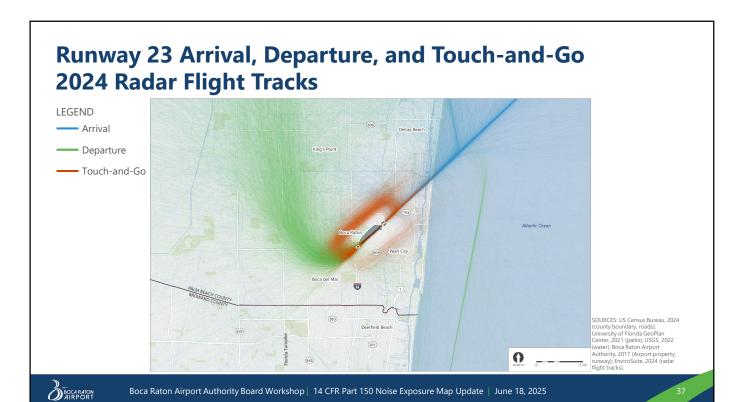
2:











APPENDIX D.4

City of Boca Raton



Re: August 22nd NTAC Meeting

From Robert Pratt <rpratt@bocaairport.com>

Date Fri 8/22/2025 4:47 PM

To Devlin, Eoin <EDevlin@bocaraton-fl.gov>

Cc Rahman, Tamashbeen <TRahman@bocaraton-fl.gov>; Clara Bennett <Clara@bocaairport.com>; Scott <Scott@bocaairport.com>; John Williams <jwilliams@ricondo.com>; Jeffrey Covert <jcovert@ricondo.com>

4 attachments (6 MB)

BCT_NEM_Final_NTAC2_20250820.pdf; image001.png; image003.jpg; image004.png;

Hey Eoin,

Received, thanks so much!

Have a great weekend.

Robert Pratt, C.M., ACE | Operations Coordinator

green logo

dry Description

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automatically

generated with low 0: (561) 391-2202 EXT. 210 | C: (561) 466-0089

confidence <u>rpratt@bocaairport.com</u>

www.bocaairport.com

From: Devlin, Eoin <EDevlin@bocaraton-fl.gov>
Sent: Friday, August 22, 2025 4:42:28 PM
To: Robert Pratt <rpratt@bocaairport.com>

Cc: Rahman, Tamashbeen <TRahman@bocaraton-fl.gov>

Subject: RE: August 22nd NTAC Meeting

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon, Robert.

Thank you for your time and for explaining the project at hand. After reviewing the Draft Noise Exposure Map – Future Conditions (2030), the City has no major concerns. While the Generalized Future Land Use classification on the map does not match the City's Future Land Use Map (FLUM) designations as shown in the City's Comprehensive Plan, the intent of the map appears to be similar.

As further discussed in the meeting on August 21, 2025, future land use designations of properties may be amended. As such, we cannot guarantee that they will remain the same as indicated in the current FLUM. If you have any further questions or requests, please feel free to contact Development Services.

Enjoy your weekend,

Eoin

Eoin Devlin, MSc., AICP Candidate, CFM® | Senior Planner - GIS

Draft Future Land Use



SOURCES: Nearmap, December 2024 (aerial photography – for visual reference only, may not be to scale); Boca Raton Airport Authority, 2017 (Airport property, runway); Florida Geographic Data Library, 2025 (historic features); Florida Geographic Data Library, 2024 (libraries); Florida Geographic Data Library, 202

