



APPENDIX D

Consultation and Correspondence

- D.1 | NOISE TECHNICAL ADVISORY COMMITTEE MEETING #1
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- D.6 | BOCA RATON AIRPORT AUTHORITY BOARD MEETING #3
- D.7 | 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 PM

To 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.

YOU ARE INVITED



Noise Technical Advisory Committee (NTAC) Meeting

June 17th, 2025 at 1:00 pm

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

**Lunch will be provided*

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



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903 N.W 35th St. | Boca Raton, FL 33431

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

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BOCA RATON AIRPORT

NEM NTAC MTG #1

Attendance / Sign In

Date

6/17/25

Name:	Phone Number	Email	Organization:
Robert Pratt	561 466 0084	RPratt@bocairport.com	Air-port
Susan Hutchings	954 552-7996	Susan.hutchings@palmbeachschools.org	West Boca High Sch
Karen McBeaver	954 1050 1665	KMcBeaver@uskystrickland.com	boomers
Brian Stenberg	561-239-5816	brianr.stenberg@gmail.com	Federation of Boca Raton HOAs
AL TRAVASOS	561-706 1042	ALTRAVASOS2020@GMAIL.COM	VIA VERDE HOA
Nicholas Fonseca	954-547-2302	Bocaaircraftowners@gmail.com	BAD
Malvin Pollack	561-213-1990	mpollack@bell.net	BOARD
Andy Lukasik	561-262-7726	alukasik@bocaraton-fl.gov	City of Boca Raton
Jennifer Torres	561-237-7327	jtorres@lynn.edu	Lynn University
Evan Henderson	954-778-8495	Evan@gartholutions.com	Garth Solutions
Patrick Bradley	561-460-5152	Patrick@gwjets.com	gwjets
Nick Schneider	954 383 7979	NICK@GWJETS.COM	GLOBAL WINGS
Sgt. J.R. WIGFALL	561-358-1492	JRWIGFALL@FLHSMV.GOV	FHP- ANIATION
Craig Deleato	561-471-7468	CDELEATO@PALM.BEACH.FL.GOV	DEPT. OF AIRPORTS PBC
Elliot Johnson	561-718-9009	elliot@nagarhouseconstruction.com	HAH 6463, LLC
Sherry Henry	561-568-5116	sherry@hqbcenter.org	HqbCenter Boca Raton
Heather Chazell	407 487 7236	Heather.Chazell@FAA.gov	FAA
David Frash		DFrash@netjets.com	NetJets
Dharona Thapa	630-853-4465	flyfurner@gmail.com	Ricordo

Title 14 Code of Federal Regulation Part 150 Noise Exposure Map Update

Noise Technical Advisory Committee Meeting #1

June 17, 2025



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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



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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 Role

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



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



Title 14 Code of Federal Regulations (CFR) Part 150 Overview

Title 14 CFR Part 150 Overview

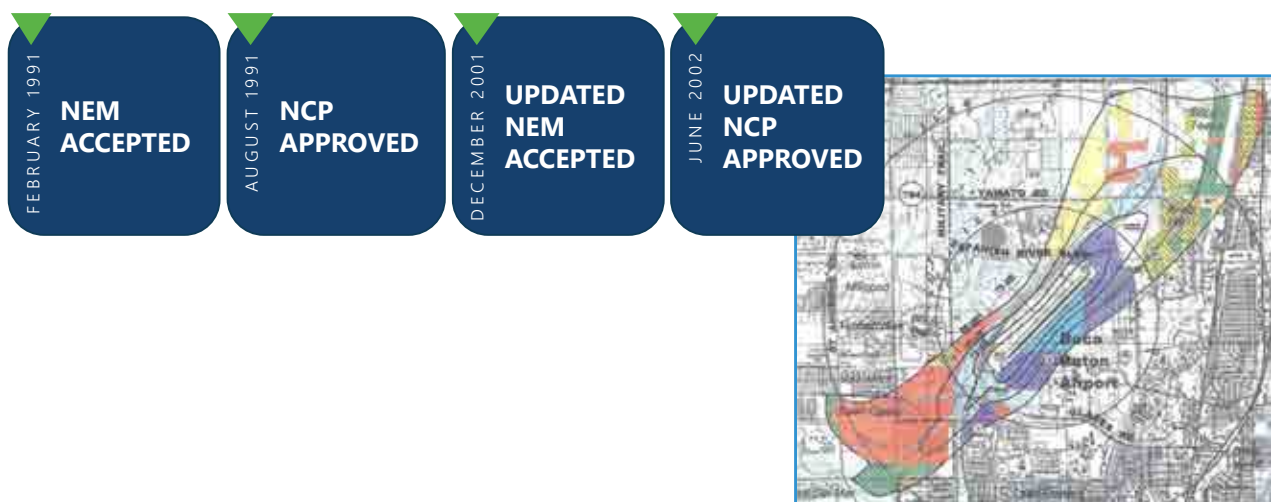
■ **Purpose:**

- 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



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 not 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); Ricordo & Associates, Inc., October 2017.

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



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NEM Update Process Overview

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NEM Update Process – Roles and Responsibilities

Federal Aviation Administration (FAA)	Boca Raton Airport Authority (BRAA)	Local Government	Noise Technical Advisory Committee (NTAC) ¹	Public ²
- Review and accept scope - Approve any aircraft substitution and customization to aircraft noise model input - Approve forecast - Review and accept the NEM	- Sponsor the NEM Update - Certify accuracy of the NEM - Consult with stakeholders - Coordinate with general public - Submit NEM to FAA for review	Provide input on existing and future land use and zoning	Provide input and insight on technical aspects of aviation, airport operations, and land use	Review/comment on NEM and forecast

NOTES:

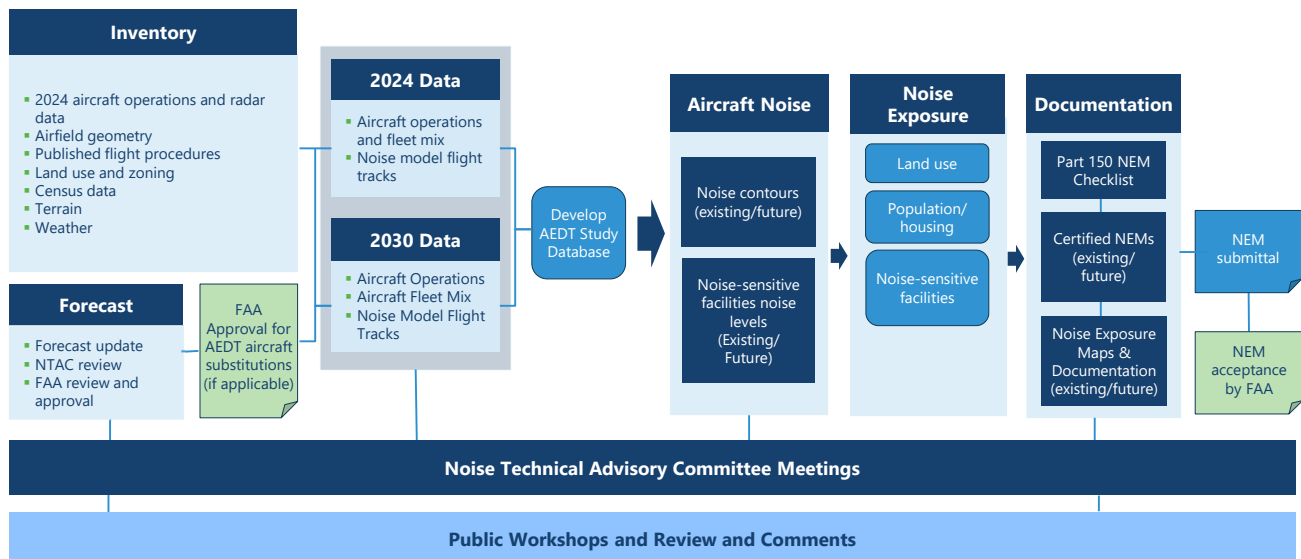
¹ NTAC members may include the FAA Airports District Office, Airport Traffic Control Tower, local jurisdictions, airport users, and community representatives.

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



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NEM Update Process

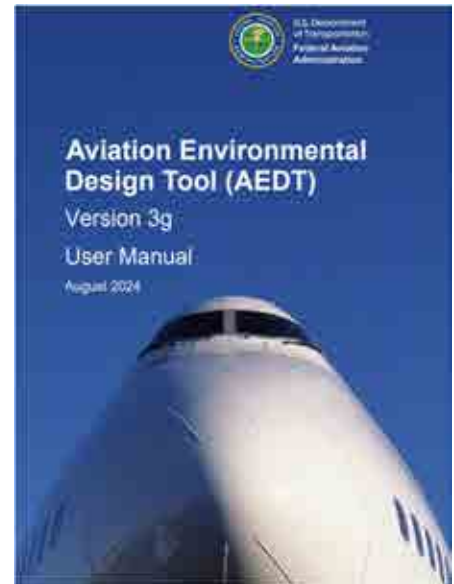


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NEM Update Process – Noise Calculation

- 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:
 - changes in runway configuration or use
 - changes in numbers of operations
 - 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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Introduction to Noise Metrics

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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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Aircraft Activity Baseline and Forecast

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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

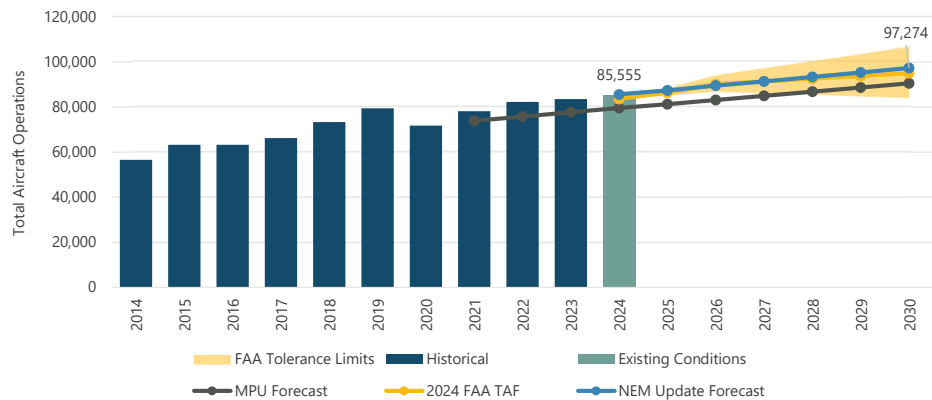
	ITINERANT OPERATIONS				LOCAL OPERATIONS			
Year	AIR TAXI	GENERAL AVIATION	MILITARY	TOTAL	GENERAL AVIATION	MILITARY	TOTAL	TOTAL AIRPORT
Existing Conditions - 2024	16,088	42,870	151	59,109	26,171	275	26,446	85,555
Future Conditions - 2030	19,177	47,311	151	66,639	30,360	275	30,635	97,274
Compound Annual 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



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.



Preliminary Operational Analysis

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

NOTES:

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.

3 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 Touch-and-Go by Day and Night – Percentage

	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.

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

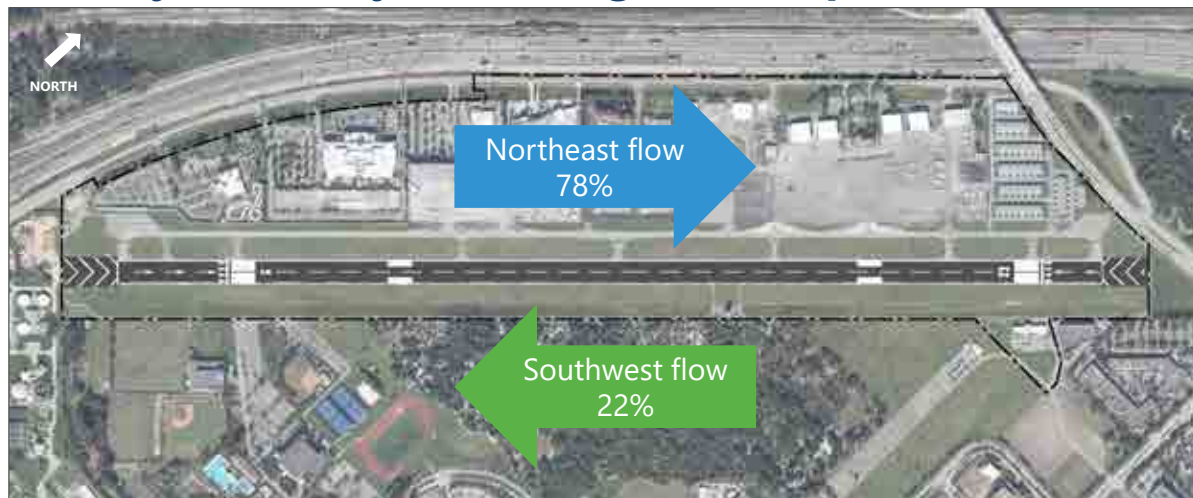
2 NIGHT = 10:00 P.M. TO 7:00 A.M.

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.



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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: Ricoondo & 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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Noise Model Flight Track Development

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

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All Arrival, Departure, and Touch-and-Go 2024 Radar Flight Tracks

LEGEND

- Arrival
- Departure
- Touch-and-Go



SOURCES: US Census Bureau, 2024 (county boundary, roads); University of Florida GeoPlan Center, 2021 (parks); USGS, 2022 (water); Boca Raton Airport Authority, 2024 (Airport property, runway); BCT Airport Noise Monitoring System (ANOMS) data, EnviroSuite, 2024 (radar flight tracks).



Runway 5 Arrival, Departure, and Touch-and-Go 2024 Radar Flight Tracks

LEGEND

- Arrival
- Departure
- Touch-and-Go

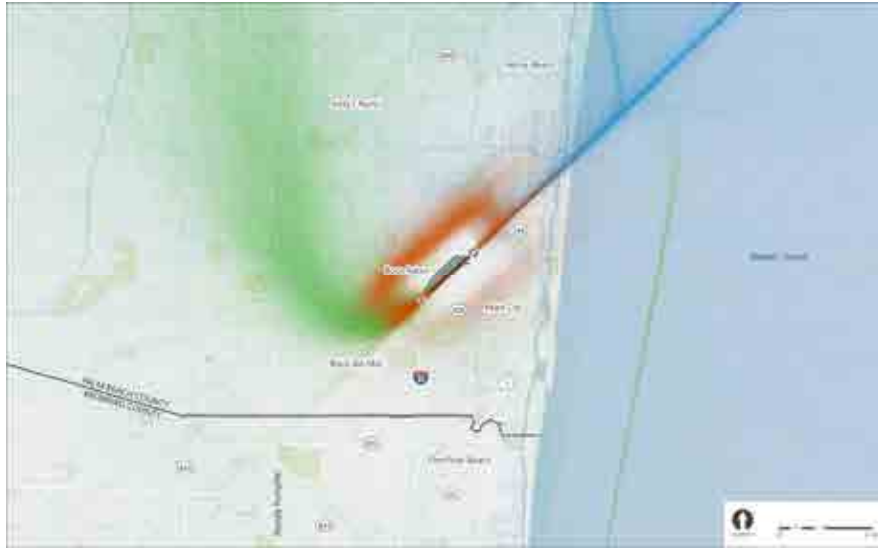


SOURCES: US Census Bureau, 2024 (county boundary, roads); University of Florida GeoPlan Center, 2021 (parks); USGS, 2022 (water); Boca Raton Airport Authority, 2017 (Airport property, runway); EnviroSuite, 2024 (radar flight tracks).



LEGEND

- Arrival
- Departure
- Touch-and-Go



SOURCES: US Census Bureau, 2024 (county boundary, roads); University of Florida GeoPlan Center, 2021 (parks); USGS, 2022 (water); Boca Raton Airport Authority, 2017 (Airport property, runway); EnviroSuite, 2024 (radar flight tracks).



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

Draft Existing Land Use



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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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Next Steps

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Next Steps

Public Outreach Meeting #1

Overview of NEM Process and Forecast

Complete set up of the noise model and generate land use map

NTAC Meeting #2

Present the data sources and input assumptions for the noise analysis and land use map to the NTAC

Develop Draft NEMs and public outreach plan

NTAC Meeting #3

Present Draft NEMs and public outreach plan to NTAC

Complete Draft NEM Report and perform public outreach

Public Outreach Meeting #2

Present Draft NEM Report and findings, and opportunity for public comment

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Supplemental

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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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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 PM

To 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,



Noise Technical Advisory Committee: **(NTAC) Second Meeting**

August 22, 2025 at 1:00 pm

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

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



Boca Raton Airport Authority | Always First Class

903 N.W 35th St. | Boca Raton, FL 33431

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

rpratt@bocaairport.com | www.bocaairport.com



Meeting Sign-In Sheet

Date: 8/22/25

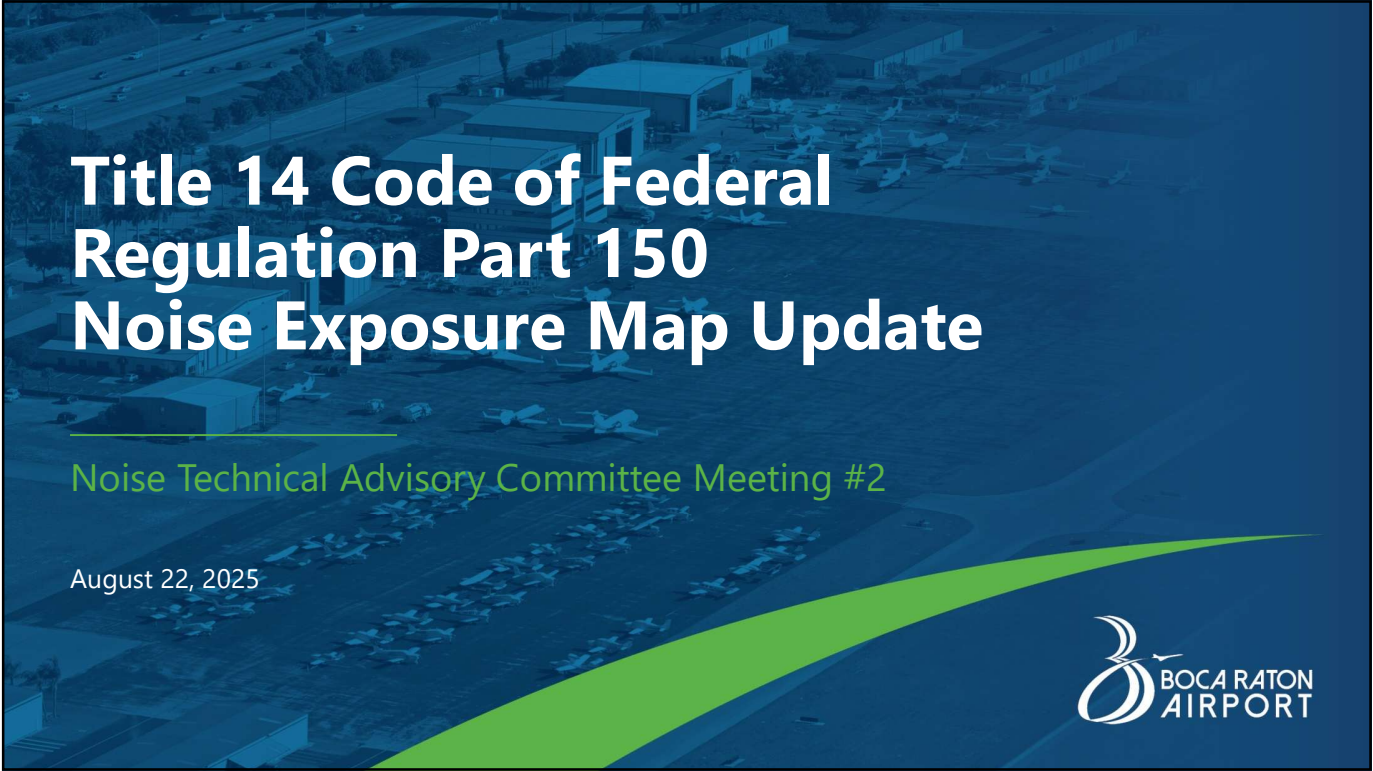
Name	Company	Phone Number	Email
Set. JR. WIGFALL	FHP	561-358-1492	JENRELWIGFALL@AOL.COM
Brian Stenberg	Resident	561-239-5816	brian.stenberg@gmail.com
DHARMA THARA	RICONDO	630-853-4465	dthara@ricondo.com
ZACHARY BUNCH	NETJETS	614-696-3308	ZBUNCH@NETJETS.COM
Robert Prata	BRATA	561-466-0889	RPrata@bcairport.com
Valerie Schmidt	Resident	561-216-7200	skid19yr@aol.com
Hannah Naveda	BRATA		



Meeting Sign-In Sheet

Date: _____

Name	Company	Phone Number	Email
Scott Kohut	BRAA		
Mel Pollack	BRAA		
Clara Bennett	BRAA		
Jennifer Torres	Lynn University		
DAVE COHEN	LYNN UNIVERSITY	561-237-7355	dcohen@lynn.edu
Sherry A. Henry	HabCenter Boca Raton	561 568 5116	sherry@habcenter.org



Title 14 Code of Federal Regulation Part 150 Noise Exposure Map Update

Noise Technical Advisory Committee Meeting #2

August 22, 2025



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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



2

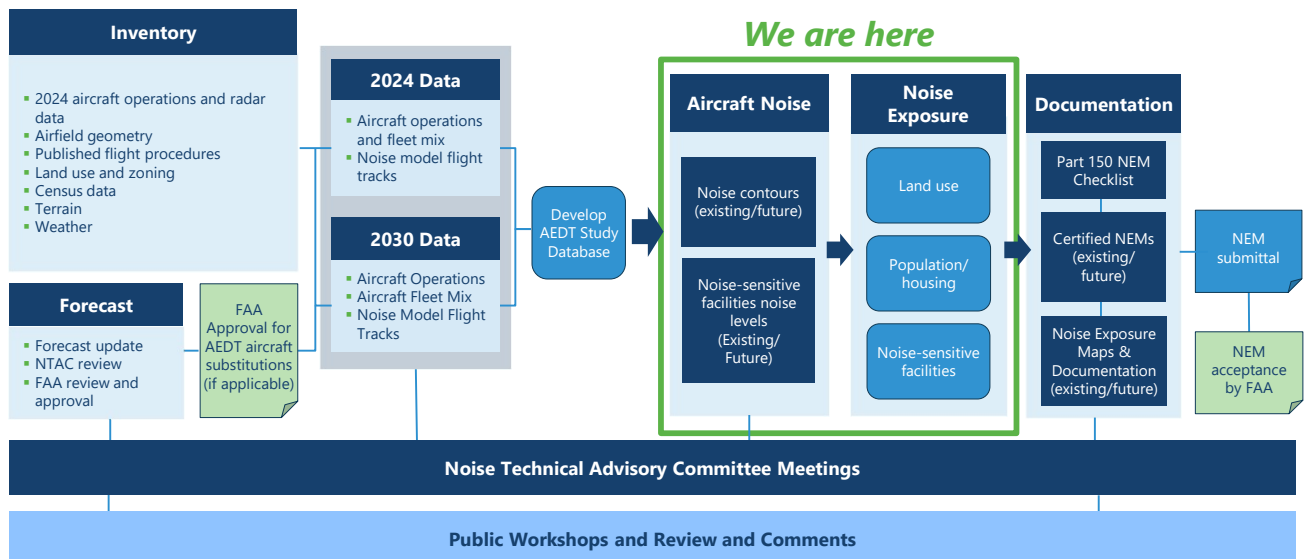
NTAC and Public Meeting #1 Summary

- 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



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NEM Update Process Refresh



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Operational Analysis

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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

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Airport Operations by Time of Day – Existing Conditions

	ARRIVALS			DEPARTURES			TOUCH-AND-GO ¹			AAD ²
AIRCRAFT CATEGORY	DAY ³	NIGHT ⁴	TOTAL ⁵	DAY ³	NIGHT ⁴	TOTAL ⁵	DAY ³	NIGHT ⁴	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
Total⁵	75.61	5.47	81.09	77.20	3.88	81.09	68.81	3.42	72.23	234.40

NOTES:

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.



Airport Operations by Time of Day – 2030 Future Conditions

	ARRIVALS			DEPARTURES			TOUCH-AND-GO ¹			AAD ²
AIRCRAFT CATEGORY	DAY ³	NIGHT ⁴	TOTAL ⁵	DAY ³	NIGHT ⁴	TOTAL ⁵	DAY ³	NIGHT ⁴	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
Total⁵	85.28	6.14	91.42	87.08	4.34	91.42	79.76	3.90	83.67	266.50

NOTES:

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.

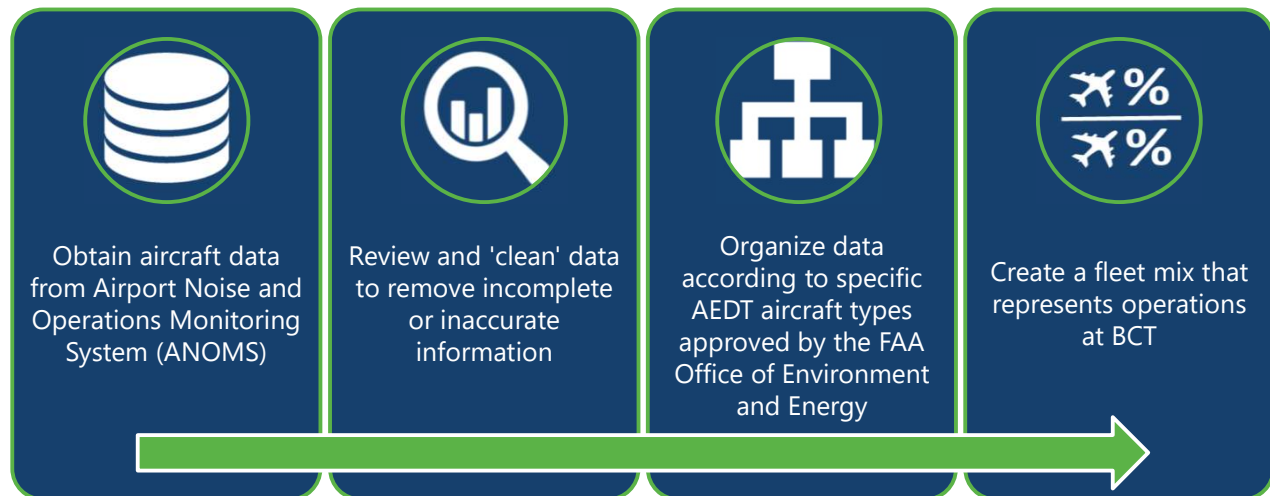
4 Night – 10:00 p.m. to 6:59 a.m.

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.



Aircraft Fleet Mix



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 AIRCRAFT FLEET MIX – 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.

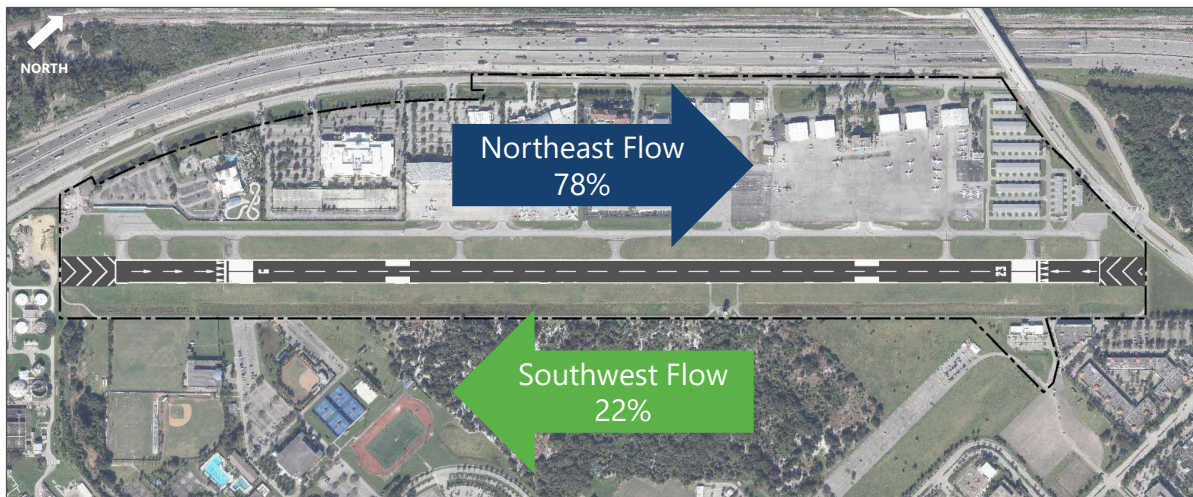
Aircraft Fleet Mix – AEDT Aircraft Assignment Examples

- 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 II SP; 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.

Runway Use – Existing and Future Conditions



NOTE:

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 2025.

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 LENGTH 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.



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 ten-year average
- Local terrain is also considered

AEDT METEOROLOGICAL INPUTS FOR BCT	
CATEGORY	INPUT
Temperature (°F)	79.06
Pressure (millibars)	1,016.85
Relative humidity (%)	69.72
Dew point (°F)	68.29
Wind speed (knots)	8.44

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



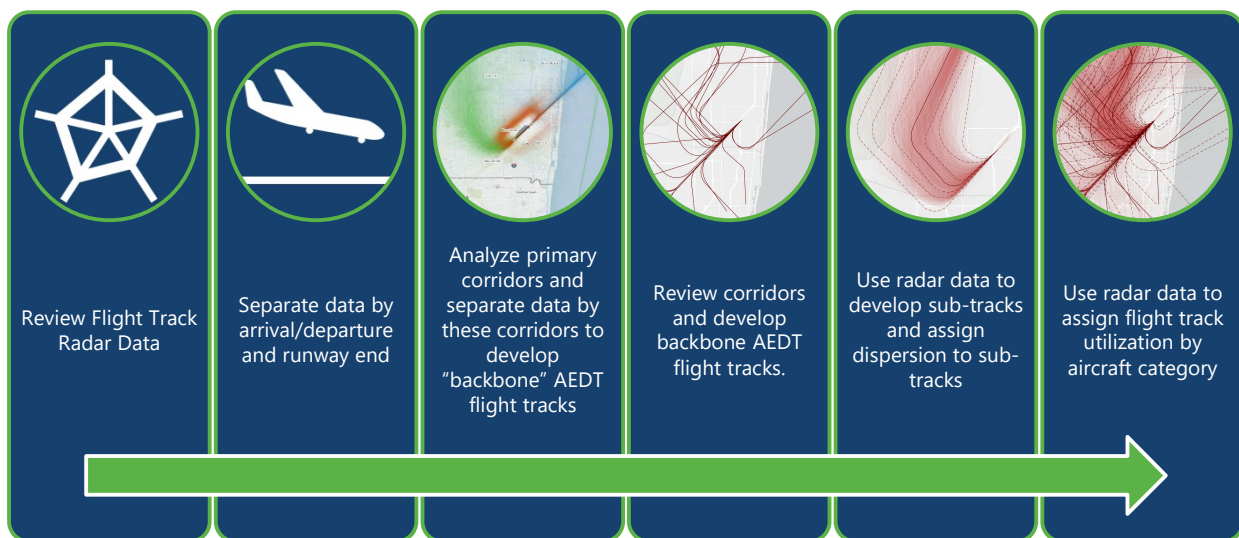
Flight Track Development

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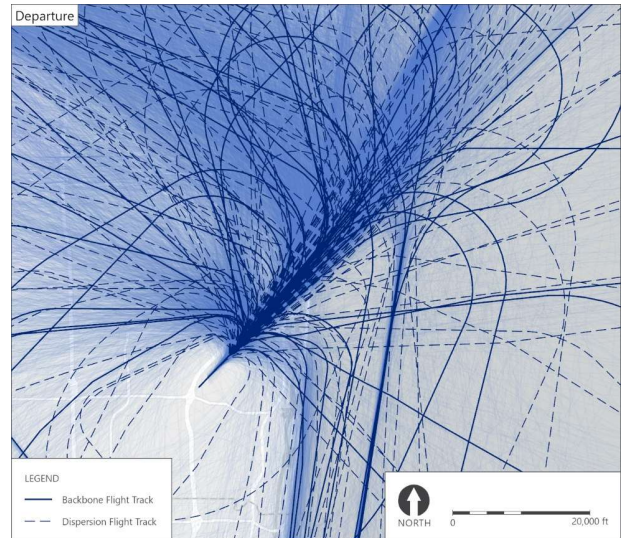
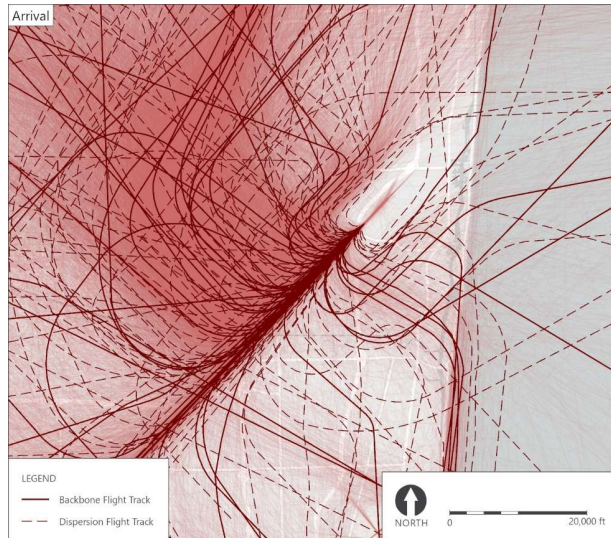
15

Flight Track Development Process



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AEDT Flight Tracks – Runway End 5

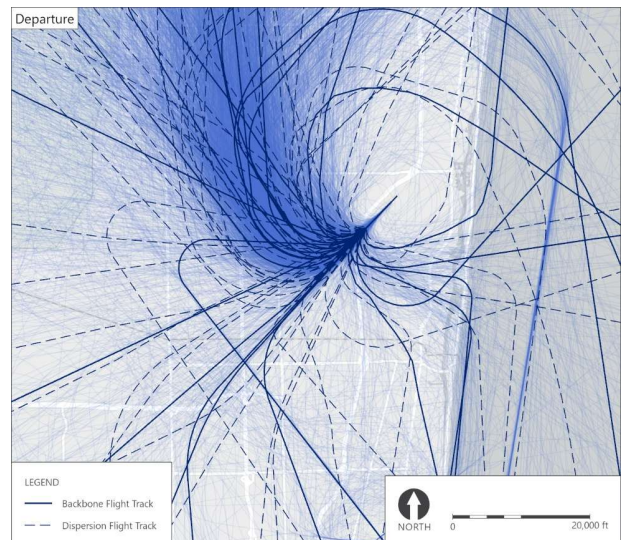
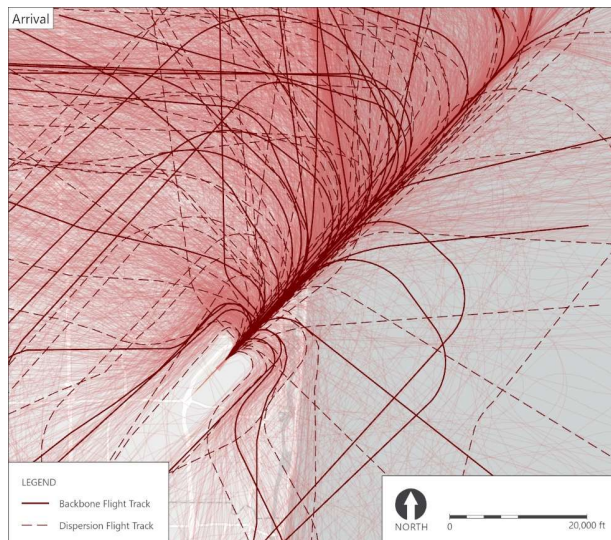


SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024 (radar tracks); Ricondo & Associates, Inc., July 2025 (modeled tracks).



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AEDT Flight Tracks – Runway End 23



SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024 (radar tracks); Ricondo & Associates, Inc., July 2025 (modeled tracks).



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AEDT Flight Tracks – Touch-and-Go



SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024 (radar tracks); Ricondo & Associates, Inc., July 2025 (modeled tracks).



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AEDT Flight Tracks – Helicopter



SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024 (radar tracks); Ricondo & Associates, Inc., July 2025 (modeled tracks).



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Land Use Compatibility

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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

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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.



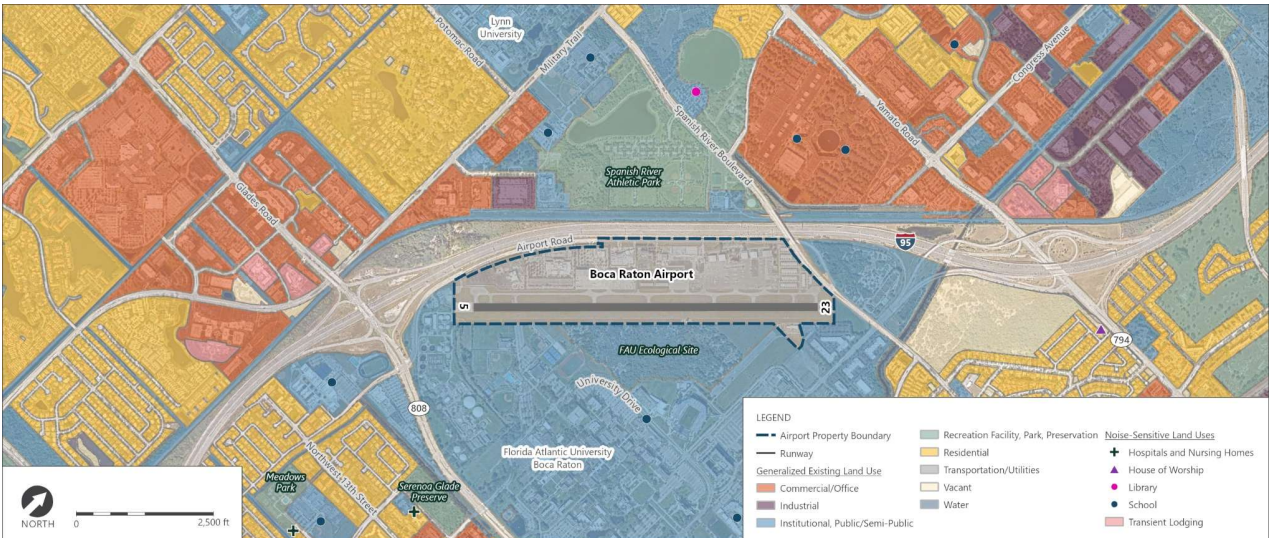
City of Boca Raton 2020 Comprehensive Plan

- **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 aviation 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.



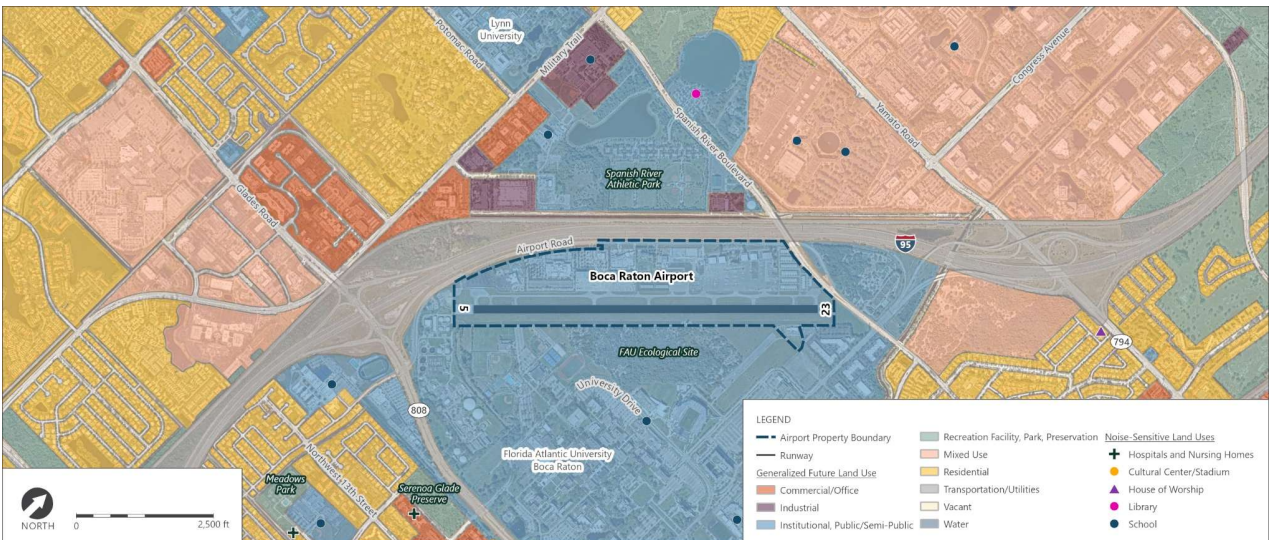
Draft Existing Land Use



SOURCES: Nearmap, December 2024 (aerial photography—for visual reference only, may not be to scale); Boca Raton Airport Authority, 2017 (Airport property, runway); Florida Department of Environmental Protection, 2025 (land use); Florida Geographic Data Library, 2025 (historic features); Florida Geographic Data Library, 2024 (libraries); Florida Geographic Data Library, 2023 (schools); Florida Geographic Data Library, 2022 (houses of worship); Florida Geographic Data Library, 2018 (group care facilities); Ricondo & Associates, Inc., 2025 (lodging).



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, 2023 (schools); Florida Geographic Data Library, 2022 (houses of worship); Florida Geographic Data Library, 2018 (group care facilities); City of Boca Raton Developmental Services, 2024 Comprehensive Plan, November 2019 (future land use).

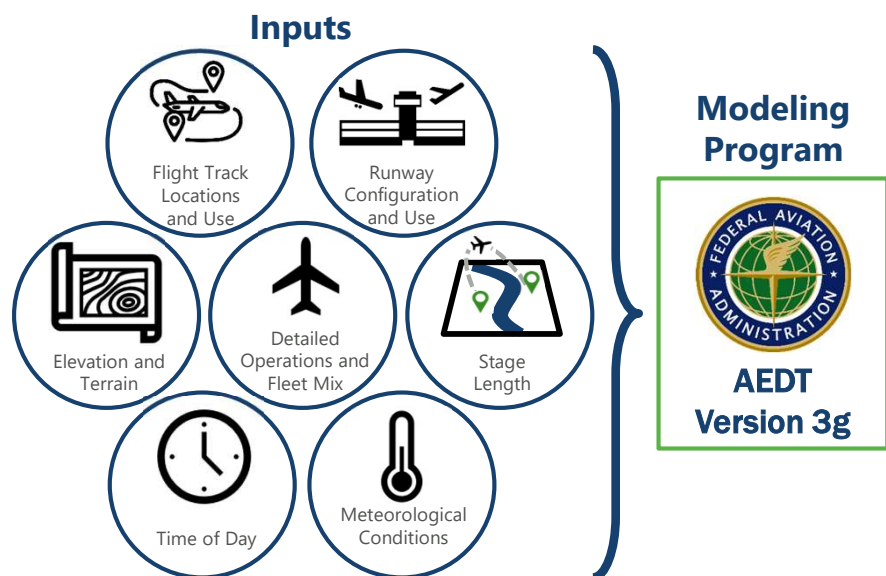


Overview of Noise Modeling

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Noise Modeling Methodology

- The Aviation Environmental Design Tool (AEDT) Version 3g has been used for this NEM Update
- Noise modeling is performed to generate noise contours that are overlaid on a land use map to identify noncompatible land uses



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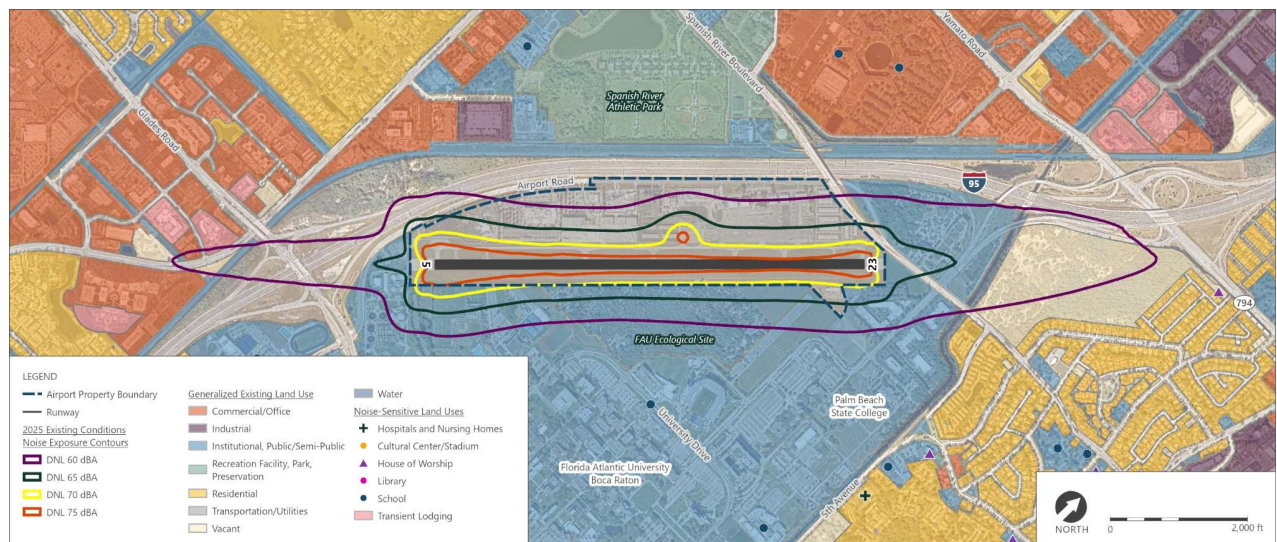
Draft Noise Exposure Maps

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Draft Noise Exposure Map – Existing Conditions (2025)

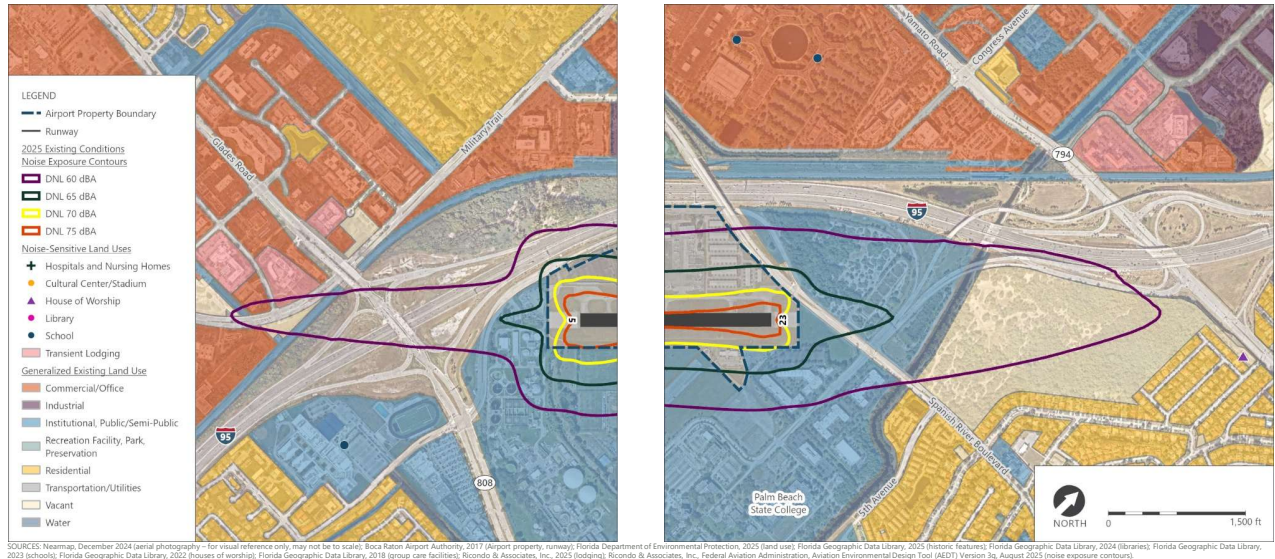


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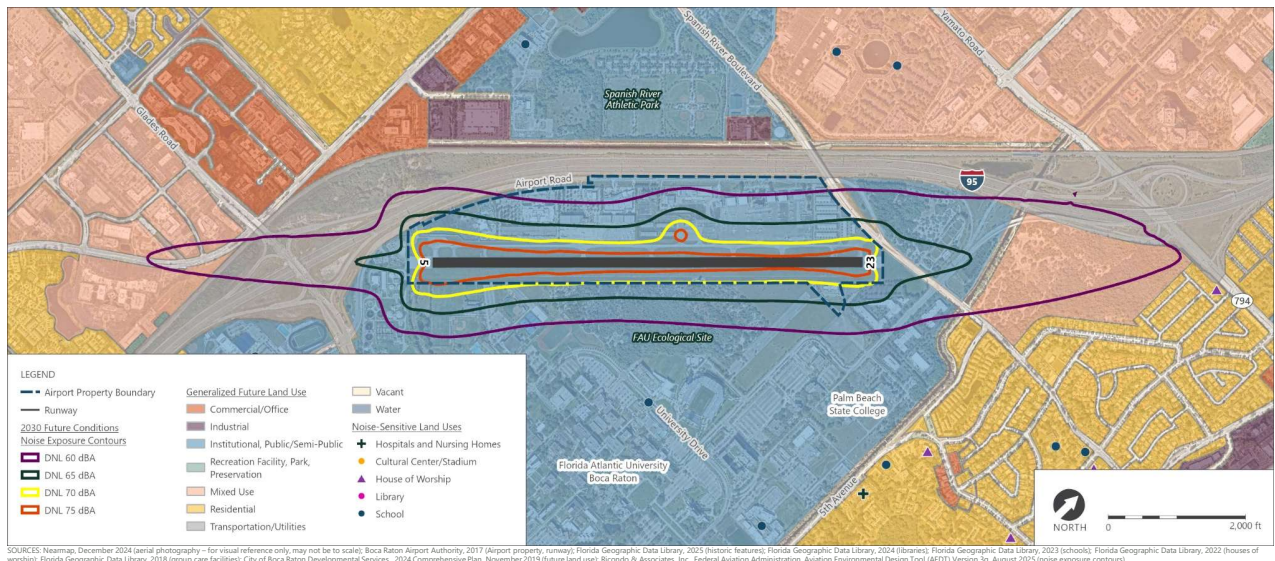
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Draft Noise Exposure Map – Existing Conditions (2025)



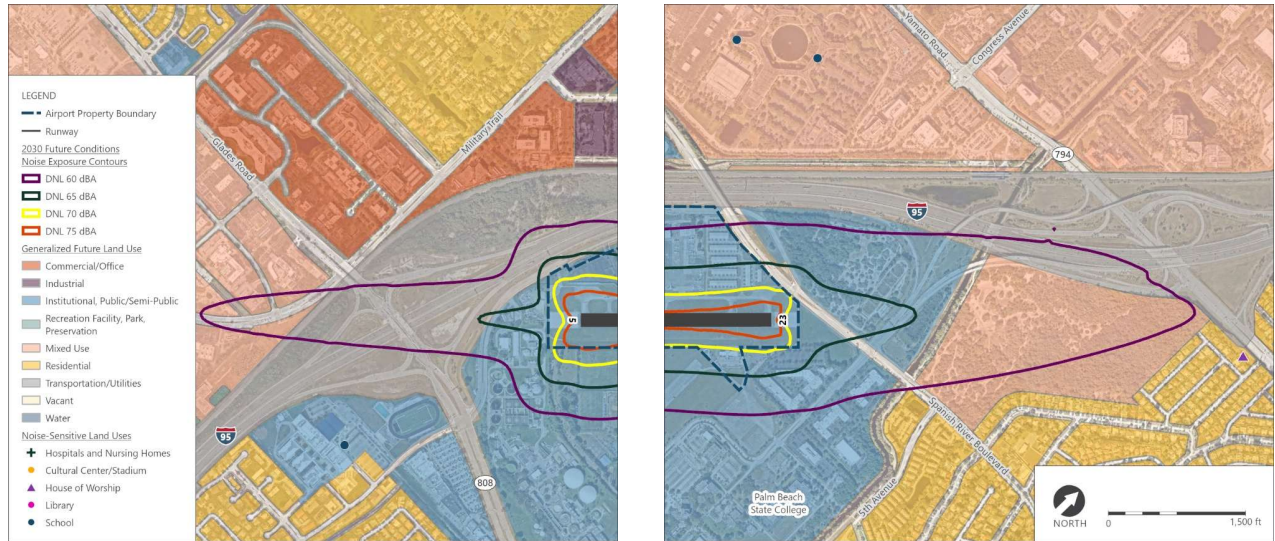
31

Draft Noise Exposure Map – Future Conditions (2030)



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Draft Noise Exposure Map – Future Conditions (2030)



SOURCES: Neamap; December 2024 (aerial photography – for visual reference only, may not be to scale); Boca Raton Airport Authority, 2017 (Airport property, runways); Florida Geographic Data Library, 2023 (historic features); Florida Geographic Data Library, 2024 (libraries); Florida Geographic Data Library, 2023 (schools); Florida Geographic Data Library, 2022 (houses of worship); Florida Geographic Data Library, 2018 (group care facilities); City of Boca Raton Developmental Services, 2024 Comprehensive Plan, November 2019 (future land use); Ricordo & Associates, Inc., Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2025 (noise exposure contours).



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Noise Impact Analysis – 2025 and 2030

NOISE-SENSITIVE SITES AND LAND AREA EXPOSED TO DNL 60 dBA 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 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 CONDITIONS										
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: Ricordo & Associates, Inc., August 2025.

¹ Includes outdoor sports arenas and music amphitheaters.

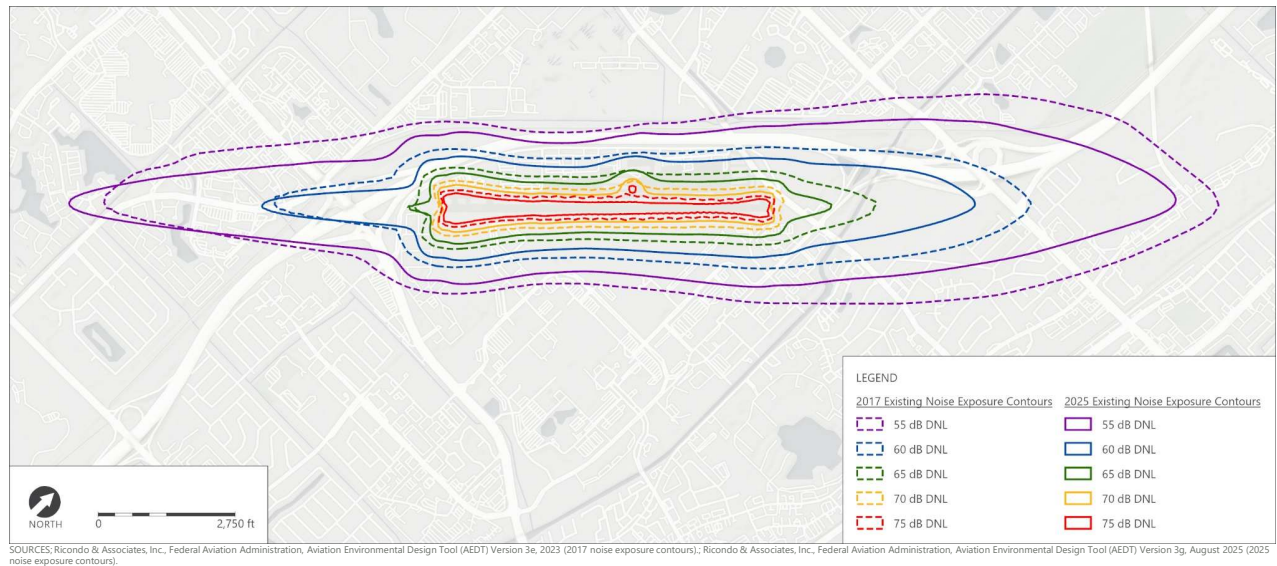
* Does not include buildings or structures.

[†] Includes Florida Atlanta University (FAU).



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2017 and 2025 Noise Contour Comparison



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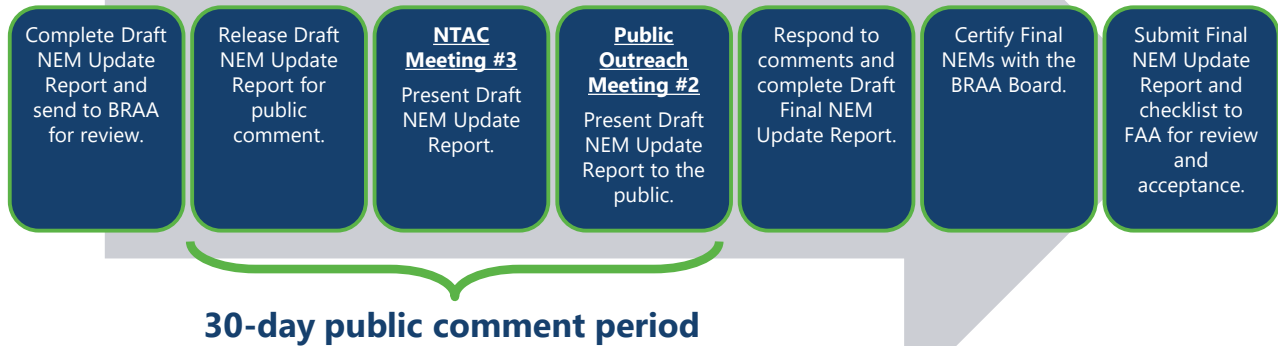
Next Steps

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Next Steps



Supplemental

BCT Fleet by AEDT ANP Profile

BCT FLEET MIX ACCORDING TO AEDT 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.



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-55P 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 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
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
LJ60	Jet	LEAR35	Bombardier Learjet 60	BE24	Piston	GASEPF	Beech 24 Musketeer Super Sierra
LJ70	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.



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 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
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.



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
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

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



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
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.



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.



Modeled Stage Length for Jets at BCT

JET DEPARTURE STAGE LENGTH (SHARE BY EACH AIRCRAFT) (CONT.)						
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 day-night average sound level (Ldn) [DNL] in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail -- building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade -- general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

LEGEND

Y	Compatible without restrictions
Y or ##	Generally compatible with Noise Level Reduction (NLR) measures
N (#)	Not compatible, but if allowed NLR measures required
N	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

- 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.
- 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.
- 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.
- 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.
- Land use compatible provided special sound reinforcement systems are installed.
- Residential buildings require an NLR of 25.
- Residential buildings require an NLR of 30.
- 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

Noise Technical Advisory Committee #3

From: Robert Pratt
Sent: Thursday, October 2, 2025 15:35
To: Robert Pratt <rpratt@bocaairport.com>
Subject: Boca Raton Airport Noise Technical Advisory Committee

Good afternoon,

We will be hosting our third and final NTAC meeting for our Noise Exposure Map update on October 21st at 1:00pm

Please RSVP by clicking on the image below.

We truly appreciate your participation throughout this process and look forward to seeing you again soon!

Regards,
Rob



Robert Pratt, C.M., ACE | [Operations and Program Manager](#)

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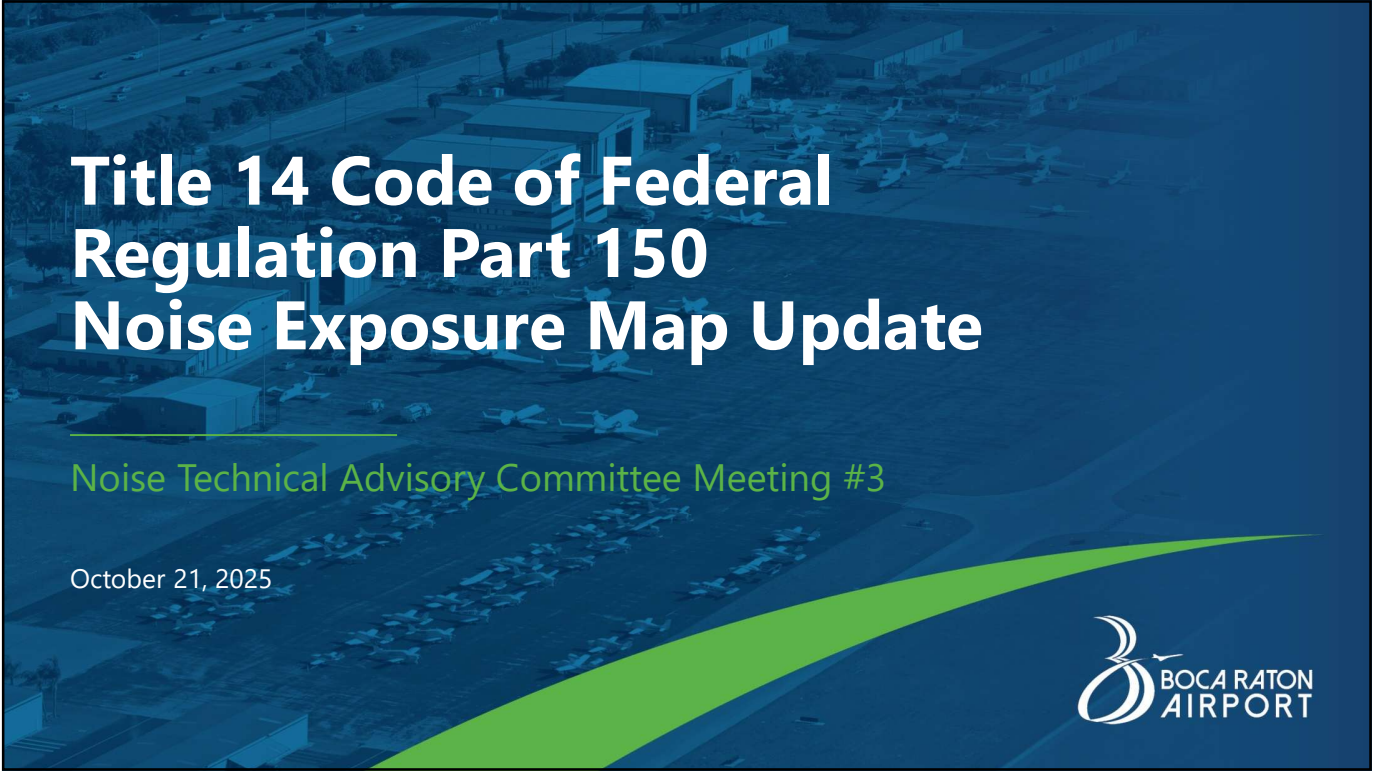


NTAC Meeting 3

Sign In Sheet

(October 21, 2025 1:00 p.m.)

[illegible]



Title 14 Code of Federal Regulation Part 150 Noise Exposure Map Update

Noise Technical Advisory Committee Meeting #3

October 21, 2025



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Meeting Agenda

- Meeting #2 Summary and Status Updates
- Draft NEM Update Report Overview
- Next Steps



Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

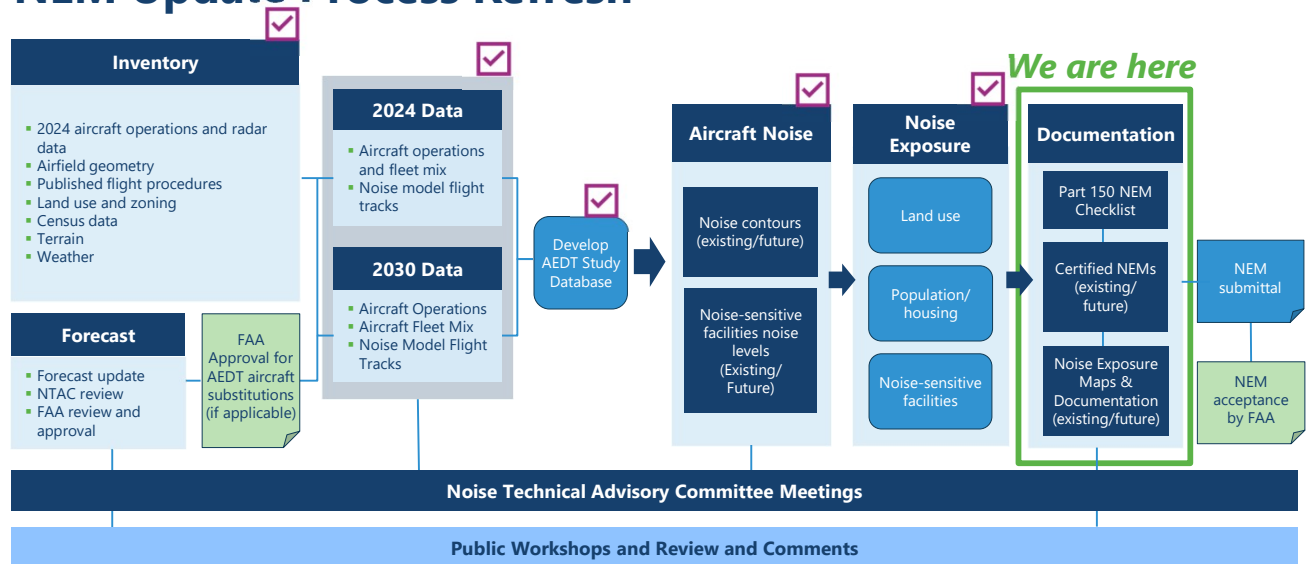
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NTAC #2 Summary and Updates to NTAC Members

- NTAC Meeting #2 covered the following:
 - Noise modeling operational inputs
 - Existing and future land use
 - Draft noise exposure
 - Draft noise impacts analysis
- Updates since last meeting in August:
 - October 8, 2025 - Draft NEM Update report available for public review and comment
 - October 22, 2025 – Public meeting
 - November 6, 2025 – Comment period closes



NEM Update Process Refresh



NOTES:

AEDT – Aviation Environmental Design Tool NTAC – Noise Technical Advisory Committee



Draft NEM Update Report Overview

Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

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Draft NEM Update Report – Overview

- Section 1 – Introduction
- Section 2 – Airport Overview
- Section 3 – Land Use Analysis
- Section 4 – Development of the Existing and Future Contours
- Section 5 – 2025 and 2030 Noise Exposure
- Section 6 – Consultation and Public Involvement

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Section 1: Introduction

14 CFR Part 150 Overview

- **Purpose:**

- Establishes the procedures, standards and methodology for airport sponsors to voluntarily prepare, submit and review airport NEMs and noise compatibility programs (NCPs)
- Provides information to the public regarding existing and future noise exposure and noncompatible land uses around the airport
- 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

- ***BRAA is not updating the NCP as part of this study***

***See Section 1.1 and Appendix A of the Draft NEM Update Report
for more information***



Section 1: Introduction

14 CFR Part 150 at Boca Raton Airport

- 1989 – First 14 CFR Part 150 study for BCT conducted
- 1991 – FAA accepted the NEMs and approved the NCP
- 2002 – Most recent NEM accepted by the FAA
- 2017 – BRAA evaluated aircraft noise exposure
 - Noise contours remained within Airport property boundary
 - No noncompatible land uses identified
 - Formal NEM Update not submitted to FAA
- Since 2017 – Changes in aircraft operations prompted BRAA to prepare a formal NEM Update to reassess land use compatibility and revise FAA-accepted NEMs

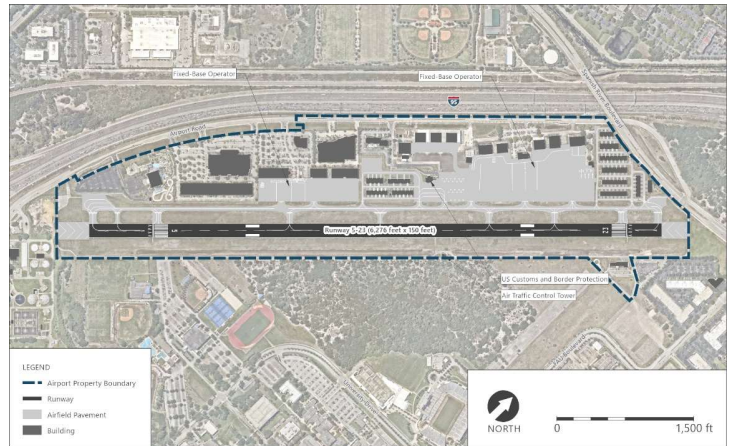
See Section 1 of the Draft NEM Update Report for more information



Section 2: Airport Overview

Airport Physical Facilities

- No airfield layout changes are planned within the next 5 years
- Current configuration serves as the basis for both existing and future conditions noise analysis



SOURCES: Nearmap, May 2025 (aerial photography – for visual reference only, may not be to scale); Boca Raton Airport Authority, 2017 (Airport property, runway, buildings, airfield pavement)

See Section 2.2 of the Draft NEM Update Report for more information



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Section 3: Land Use Analysis

Land Use Compatibility

- **FAA Compatibility Threshold:** DNL 65 dBA
 - Residential & Other Noise-Sensitive Uses are conditionally compatible if sound-attenuated to meet indoor standards (e.g., schools, hospitals, nursing homes, places of worship)
- **Authority Compatibility Threshold:** DNL 60 dBA
 - Residential land use within the DNL 60 dBA and higher contours noncompatible
- **The City:** Between DNL 60 and 70 dBA
 - Requires an aviation easement for future residential or mixed-use land use within 60 through 70 DNL dBA

See Section 3.2 and 3.4 of the Draft NEM Update Report for more information

NOTES:

dBA – A-weighted decibels

DNL – Yearly Day-Night Average Sound Level



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Section 3: Land Use Analysis

Existing Land Use



See Section 3.3 of the Draft NEM Update Report for more information

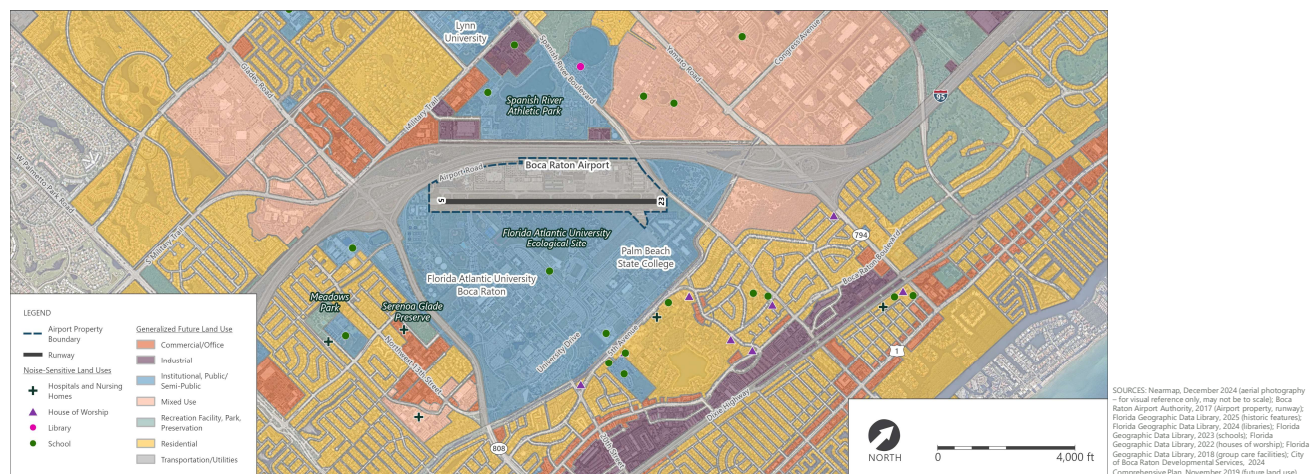


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Section 3: Land Use Analysis

Future Land Use



See Section 3.3 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Aircraft Operations – Existing and Future Conditions

	ITINERANT OPERATIONS				LOCAL OPERATIONS			
Year	AIR TAXI ¹	GENERAL AVIATION ²	MILITARY ³	TOTAL	GENERAL AVIATION	MILITARY	TOTAL	TOTAL OPERATIONS
Existing Conditions (2025)	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:

- 1 Air Taxi is an aircraft designed to have a maximum seating capacity of 60 seats or a maximum payload capacity of 18,000 that is used to carry passengers or cargo for hire or compensation.
- 2 Takeoffs and landings of all civil aircraft, except those classified as air carriers or air taxis.
- 3 All classes of military and government agency takeoffs and landings at FAA and federal tower contract facilities.

SOURCES: US Department of Transportation, Federal Aviation Administration, Operations Network, April 2025 (historical operations); Ricondo & Associates, Inc., April 2025 (forecast).

See Section 4.3.1 of the Draft NEM Update Report for more information



Section 4: Development of the Existing and Future Contours

Aircraft Fleet Mix – Existing and Future

AIRCRAFT FLEET MIX – 2025 EXISTING CONDITION AND 2030 FUTURE CONDITION		
AIRCRAFT CATEGORY	2025 SHARE OF FLEET (%)	2030 SHARE OF FLEET (%)
Jet	39.0%	39.2%
Turboprop	4.7%	4.6%
Piston	55.4%	55.3%
Helicopter	1.0%	1.0%
Total	100%	100%

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data for CY2024 (aircraft types); Boca Raton Airport Traffic Control Tower Operations Log; Federal Aviation Administration, Traffic Flow Management System Counts, <http://aspm.faa.gov/> (aircraft types; accessed January 14, 2025); Ricondo & Associates, Inc., July 2025 (analysis).

See Section 4.3.2 of the Draft NEM Update Report for more information



Section 4: Development of the Existing and Future Contours

Airport Operations by Time of Day – Existing Conditions

	ARRIVALS			DEPARTURES			TOUCH AND GO			
AIRCRAFT CATEGORY	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	TOTAL
Jet	18.0%	1.2%	19.3%	18.5%	0.8%	19.3%	0.4%	0.1%	0.5%	39.0%
Turboprop	2.0%	0.1%	2.1%	2.0%	0.1%	2.1%	0.2%	0.1%	0.4%	4.7%
Piston	11.8%	0.9%	12.7%	12.0%	0.7%	12.7%	28.7%	1.3%	30.0%	55.4%
Helicopter	0.5%	<0.0%	0.5%	0.5%	<0.0%	0.5%	--	--	--	1.0%
Total	32.3%	2.3%	34.6%	32.9%	1.7%	34.6%	29.4%	1.5%	30.8%	100.0%

NOTES: An aircraft operation is equivalent to one arrival/landing or one departure/takeoff. Due to rounding, the percentages above may vary slightly from the totals.

1 Operations occurring between 7:00 a.m. and 9:59 p.m.

2 Operations occurring between 10:00 p.m. and 6:59 a.m.

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data for CY2024 (aircraft types); Boca Raton Airport Traffic Control Tower Operations Log; Federal Aviation Administration, Traffic Flow Management System Counts, <http://aspm.faa.gov/> (aircraft types; accessed January 14, 2025). Ricondo & Associates, Inc., July 2025 (analysis).

See Section 4.3.3 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Airport Operations by Time of Day – Future Conditions

	ARRIVALS			DEPARTURES			TOUCH AND GO			
AIRCRAFT CATEGORY	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	TOTAL
Jet	18.1%	1.2%	19.4%	18.6%	0.8%	19.4%	0.4%	0.1%	0.5%	39.2%
Turboprop	2.0%	0.1%	2.1%	2.0%	0.1%	2.1%	0.2%	0.1%	0.4%	4.6%
Piston	11.4%	0.9%	12.3%	11.6%	0.7%	12.3%	29.3%	1.3%	30.6%	55.3%
Helicopter	0.4%	<0.0%	0.5%	0.5%	<0.0%	0.5%	--	--	--	1.0%
Total	32.0%	2.3%	34.3%	32.7%	1.6%	34.3%	29.9%	1.5%	31.4%	100.0%

NOTES: An aircraft operation is equivalent to one arrival/landing or one departure/takeoff. Due to rounding, the percentages above may vary slightly from the totals.

1 Operations occurring between 7:00 a.m. and 9:59 p.m.

2 Operations occurring between 10:00 p.m. and 6:59 a.m.

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data for CY2024 (aircraft types); Boca Raton Airport Traffic Control Tower Operations Log; Federal Aviation Administration, Traffic Flow Management System Counts, <http://aspm.faa.gov/> (aircraft types; accessed January 14, 2025). Ricondo & Associates, Inc., July 2025 (analysis and forecast).

See Section 4.3.3 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Modeled Departure Stage Length in Existing and Future Conditions

DEPARTURE STAGE LENGTH CATEGORY							
AIRCRAFT CATEGORY	1	2	3	4	5	6	Total
Jet	91.4%	6.3%	1.4%	0.8%	0%	0.1%	100%
Turboprop	100%	0%	0%	0%	0%	0%	100%
Piston	100%	0%	0%	0%	0%	0%	100%
Helicopter	100%	0%	0%	0%	0%	0%	100%

NOTE: Totals may not add due to rounding. All arriving aircraft were modeled with a stage length of 1. No aircraft were modeled for a stage length greater than 6.
SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2024; Ricondo & Associates, August 2025.

See Section 4.3.4 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Runway Use – Existing and Future

OPERATION TYPE	DAY ¹			NIGHT ²		
	RUNWAY 5	RUNWAY 23	TOTAL	RUNWAY 5	RUNWAY 23	TOTAL
Arrivals	72.8%	20.5%	93.3%	5.0%	1.7%	6.7%
Departures	74.6%	20.6%	95.2%	3.7%	1.0%	4.8%
Touch and Go	75.8%	19.5%	95.3%	3.6%	1.1%	4.7%
Overall	74.4%	20.2%	94.6%	4.1%	1.3%	5.4%

NOTES:

Values may not add to 100 percent due to rounding.

1 DAY = 7:00 a.m. to 9:59 p.m.

2 NIGHT = 10:00 p.m. to 6:59 a.m.

SOURCES: Ricondo & Associates, Inc., January 2025; Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data, date obtained January 10, 2024 (2024 operations); Ricondo & Associates, Inc., August 2025 (analysis).

See Section 4.3.5 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Flight Tracks – Runway 5 and 23



SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024 (radar tracks); Ricondo & Associates, Inc., July 2025 (modeled tracks).

See Section 4.3.6 and Appendix C of the Draft NEM Update Report for more information

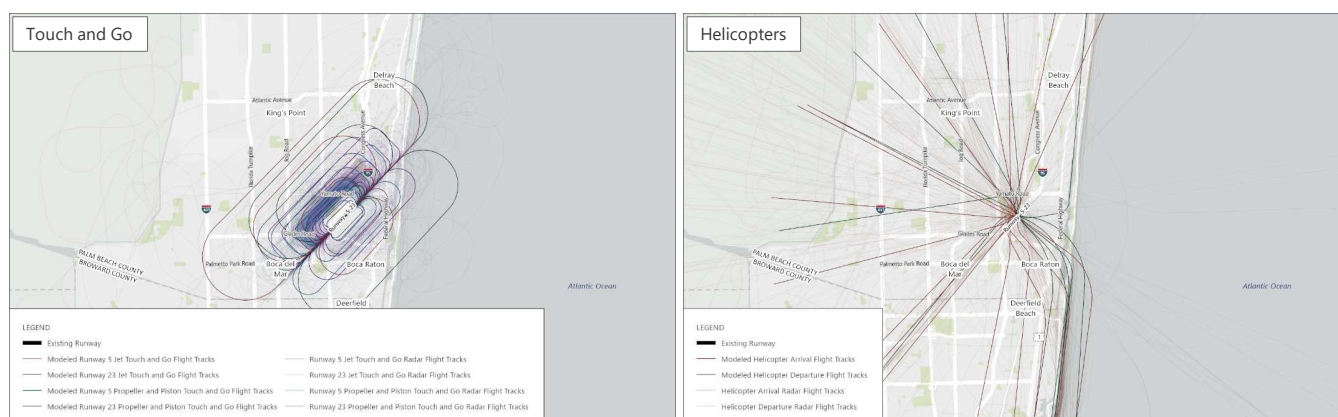


Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

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Section 4: Development of the Existing and Future Contours

Flight Tracks – Touch and go and Helicopters



SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024 (radar tracks); Ricondo & Associates, Inc., July 2025 (modeled tracks).

See Section 4.3.6 and Appendix C of the Draft NEM Update Report for more information



Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

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Section 4: Development of the Existing and Future Contours

Meteorological Data and Local Terrain

- Default meteorological data in AEDT was used for BCT
- Meteorological data is based on a ten-year average
- Local terrain is based on data from US Geological Survey

AEDT METEOROLOGICAL INPUTS FOR BCT	
CATEGORY	INPUT
Temperature (°F)	79.06
Pressure (millibars)	1,016.85
Relative humidity (%)	69.72
Dew point (°F)	68.29
Wind speed (knots)	8.44

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

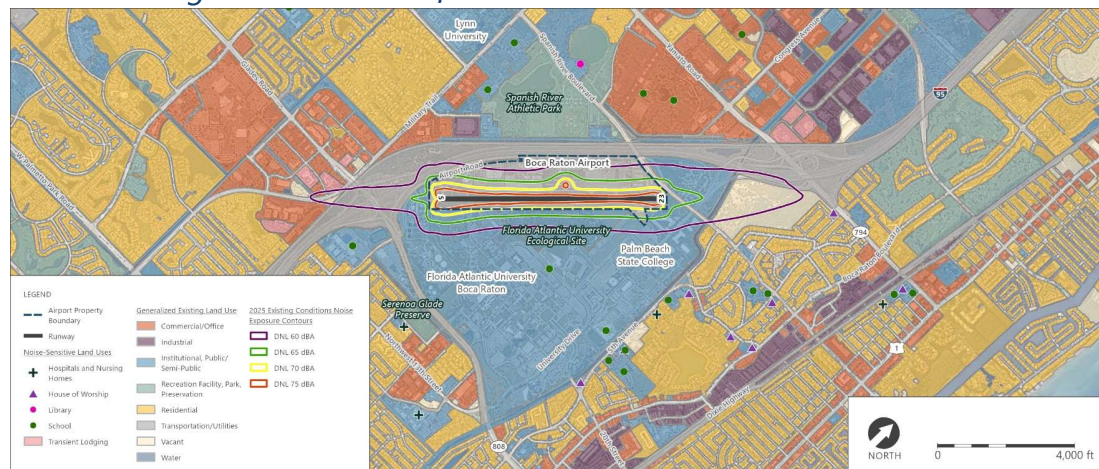
See Section 4.3.7 of the Draft NEM Update Report for more information



Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

Section 5: 2025 and 2030 Noise Exposure

2025 Existing Conditions Draft NEM



SOURCES: Neemap, December 2024 (aerial photography – for visual reference only, may not be to scale); Boca Raton Airport Authority, 2017 (Airport property, runway); Florida Department of Environmental Protection, 2025 (land use); Florida Geographic Data Library, 2025 (historic features); Florida Geographic Data Library, 2024 (libraries); Florida Geographic Data Library, 2023 (schools); Florida Geographic Data Library, 2022 (houses of worship); Florida Geographic Data Library, 2018 (group care facilities); Ricordo & Associates, Inc., 2025 (lodgings); Ricordo & Associates, Inc., Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2025 (noise exposure contours).

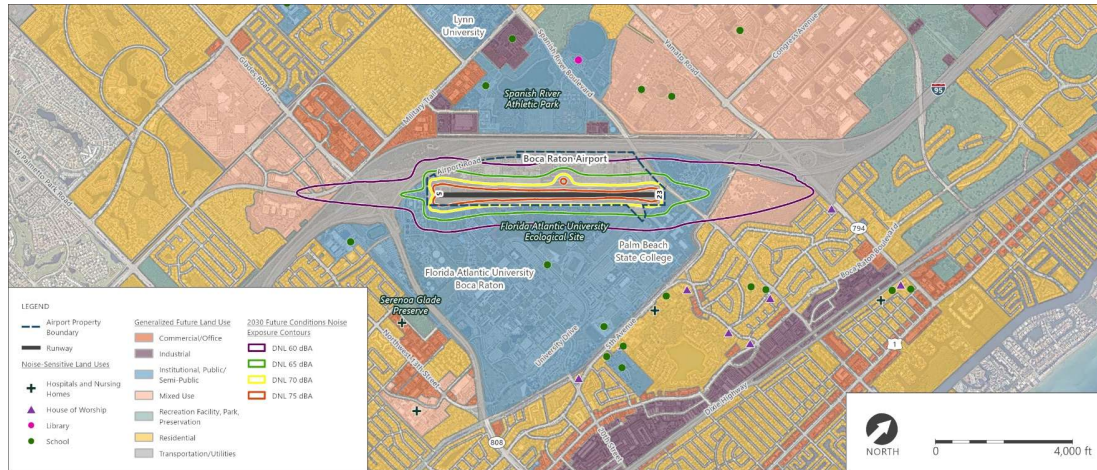
See Section 5.1 and Appendix F of the Draft NEM Update Report for more information



Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

Section 5: 2025 and 2030 Noise Exposure

2030 Future Conditions Draft NEM



See Section 5.2 and Appendix F of the Draft NEM Update Report for more information



Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

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Section 5: 2025 and 2030 Noise Exposure

2025 and 2030 Noise Impact Analysis

NOISE-SENSITIVE SITES AND LAND AREA EXPOSED TO DNL 60 dBA AND HIGHER

NOISE LEVEL	TOTAL AREA (ACRES)	RESIDENTIAL HOUSING UNITS	POPULATION	PLACE OF WORSHIP	SCHOOLS	HOSPITALS/ NURSING HOMES	HISTORIC RESOURCES	PUBLIC LIBRARIES	TRANSIENT LODGING	MUSIC VENUES/ AUDITORIUM [†]
2025 EXISTING CONDITIONS										
DNL 60-65 dBA	272.0	0	0	0	1	0	0	0	1	0
DNL 65-70 dBA	96.5	0	0	0	1	0	0	0	0	0
DNL 70-75 dBA	54.5	0	0	0	1	0	0	0	0	0
DNL 75+ dBA	43.3	0	0	0	0	0	0	0	0	0
Total	466.2	0	0	0	1[†]	0	0	0	1*	0
2030 FUTURE CONDITIONS										
DNL 60-65 dBA	300.7	0	0	0	1	0	0	0	0	0
DNL 65-70 dBA	106.4	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	47.8	0	0	0	0	0	0	0	0	0
Total	511.8	0	0	0	1[†]	0	0	0	0	0
Difference	45.5	0	0	0	0	0	0	0	0	0

NOTES:

dBA – A-weighted decibels

DNL – Day-Night Average Sound Level

SOURCE: Ricondo & Associates, Inc., October 2025.

[†] Includes concert halls and amphitheaters.

* Does not include buildings or structures.

[†] Includes Florida Atlanta University (FAU) property only.



Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

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Section 6: Consultation and Public Involvement

Overview of Consultation

- Aeronautical users, the City, the FAA, Palm Beach County Department of Aviation, and other interested parties
- 3 NTAC meetings at key stages of the update process
- 2 BRAA Board meetings
- 1 informal meeting with the City
- NTAC presentation materials available on the Airport's webpage



See Section 6.2 and 6.4 of the Draft NEM Update Report for more information



Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

Section 6: Consultation and Public Involvement

Overview of Public Outreach

- Study webpage
- In-person meetings
- Ongoing public comment opportunities throughout the update process
- 2 public meetings to review and comment on Draft NEM update materials



See Section 6.3 and 6.4 of the Draft NEM Update Report for more information



Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

Next Steps

Noise Technical Advisory Committee Meeting #3 | 14 CFR Part 150 Noise Exposure Map Update | October 21, 2025

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Next Steps

Public Outreach Meeting #2

Present Draft NEM
Update Report to
the public.

Respond to public
comments and
complete Draft Final
NEM Update Report.

Certify Final NEMs
with the BRAA
Board.

Submit Final NEM
Update Report and
checklist to FAA for
review and
acceptance.

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APPENDIX D.4

Boca Raton Airport Authority Board Meeting #1



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 FL, 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 FL, 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 Nobles, Chair

8/20/25
Date

Title 14 Code of Federal Regulation Part 150 Noise Exposure Map Update

Boca Raton Airport Authority Board Workshop

June 18, 2025



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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



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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



BRAA Board and Noise Technical Advisory Committee Roles

Boca Raton Airport Authority Board - Role

- 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 - 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



Noise Technical Advisory Committee – Meeting #1 Summary

- 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

Attendees

- | | |
|---|---|
| ■ Based Tenants | ■ Lynn University |
| ■ Boca Aircraft Owners | ■ NetJets |
| ■ BRAA Board | ■ HAB Center Boca Raton |
| ■ BRAA Staff | ■ Palm Beach County Dept of Airports |
| ■ City of Boca Raton | ■ West Boca Raton Community High School |
| ■ FAA | ■ Wimbledon Villas |
| ■ Federation of Home Owners (HOA for 10+ communities) | ■ Boomers |
| ■ FHP Aviation | ■ Via Verde HOA |
| ■ Global Wings | |



Title 14 Code of Federal Regulations (CFR) Part 150 Overview

Boca Raton Airport Authority Board Workshop | 14 CFR Part 150 Noise Exposure Map Update | June 18, 2025

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Title 14 CFR Part 150 Overview

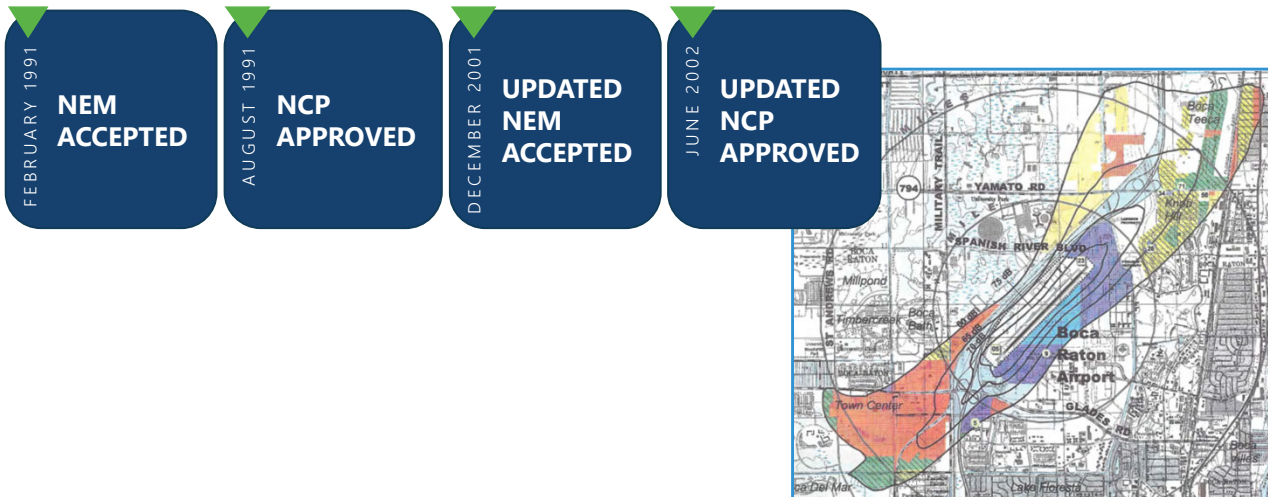
- **Purpose:**

- 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

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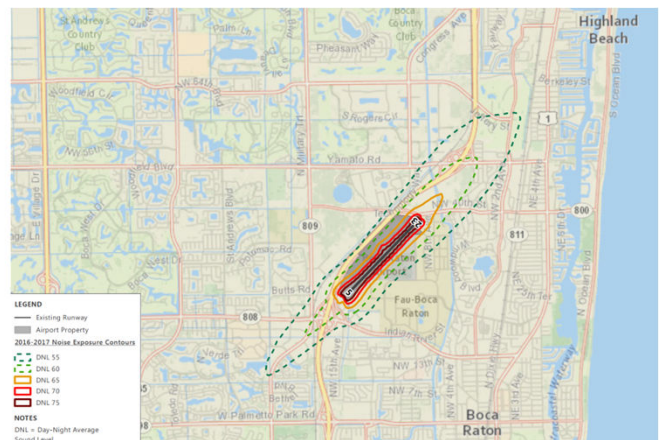
Title 14 CFR Part 150 Overview – Boca Raton Airport History



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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 not 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



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NEM Update Process Overview

Boca Raton Airport Authority Board Workshop | 14 CFR Part 150 Noise Exposure Map Update | June 18, 2025

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NEM Update Process – Roles and Responsibilities

Federal Aviation Administration (FAA)	Boca Raton Airport Authority (BRAA)	Local Government	Noise Technical Advisory Committee (NTAC) ¹	Public ²
- Review and accept scope - Approve any aircraft substitution and customization to aircraft noise model input - Approve forecast - Review and accept the NEM	- Sponsor the NEM Update - Certify accuracy of the NEM - Consult with stakeholders - Coordinate with general public - Submit NEM to FAA for review	Provide input on existing and future land use and zoning	Provide input and insight on technical aspects of aviation, airport operations, and land use	Review/comment on NEM and forecast

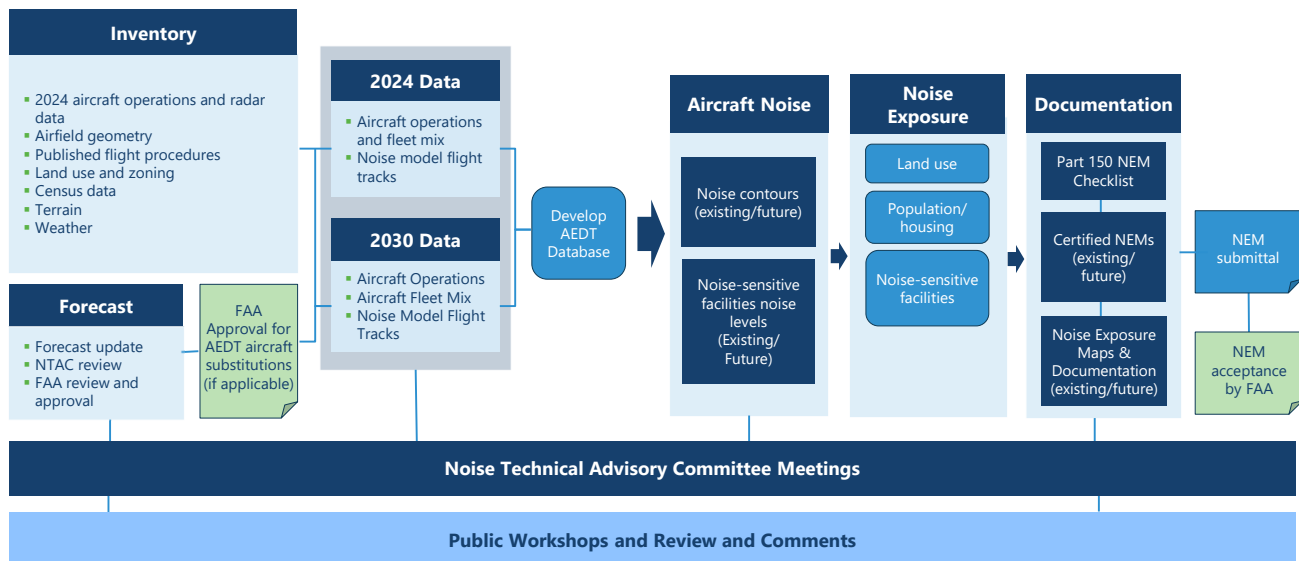
NOTES:

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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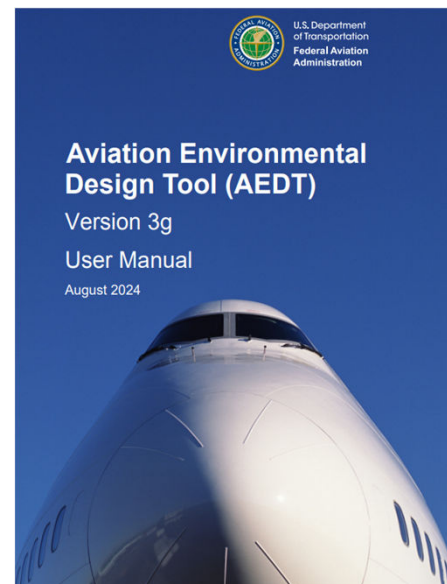
NEM Update Process



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:
 - changes in runway configuration or use
 - changes in numbers of operations
 - changes in aircraft fleet mix
 - changes in operational procedures

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



Introduction to Noise Metrics

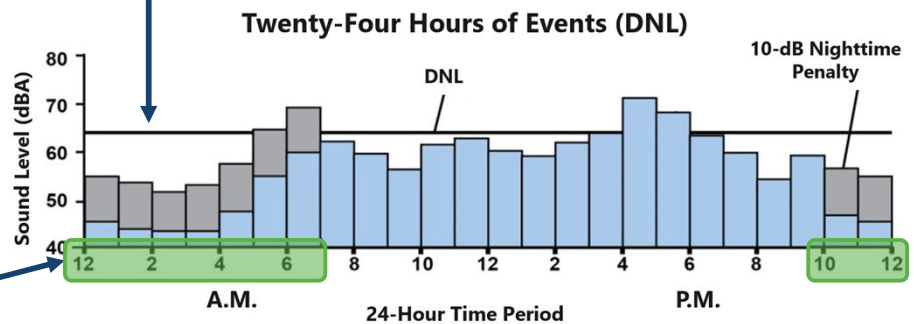
17

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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Aircraft Activity Baseline and Forecast

Boca Raton Airport Authority Board Workshop | 14 CFR Part 150 Noise Exposure Map Update | June 18, 2025

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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

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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 OPERATIONS				LOCAL OPERATIONS			
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.

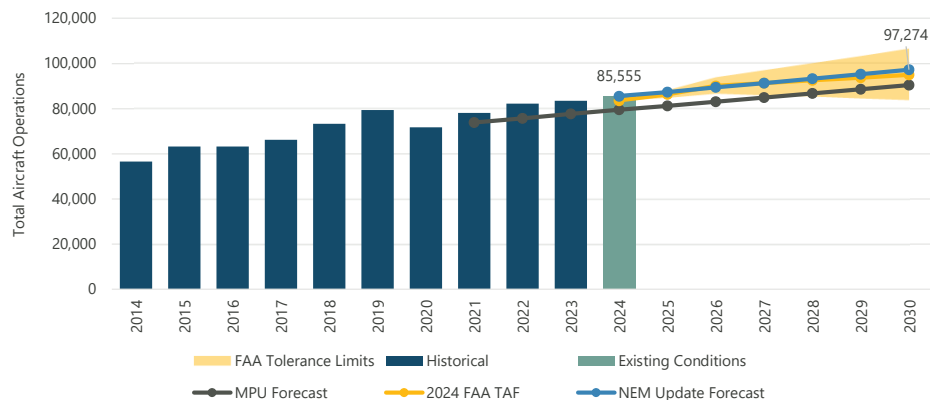
SOURCE: Federal Aviation Administration, Operations Network, April 2025; Ricondo & Associates, Inc., April 2025.



Boca Raton Airport Authority Board Workshop | 14 CFR Part 150 Noise Exposure Map Update | June 18, 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



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.



Boca Raton Airport Authority Board Workshop | 14 CFR Part 150 Noise Exposure Map Update | June 18, 2025

Preliminary Operational Analysis

Boca Raton Airport Authority Board Workshop | 14 CFR Part 150 Noise Exposure Map Update | June 18, 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

NOTES:

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.

3 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 Touch-and-Go by Day and Night – Percentage

	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.

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

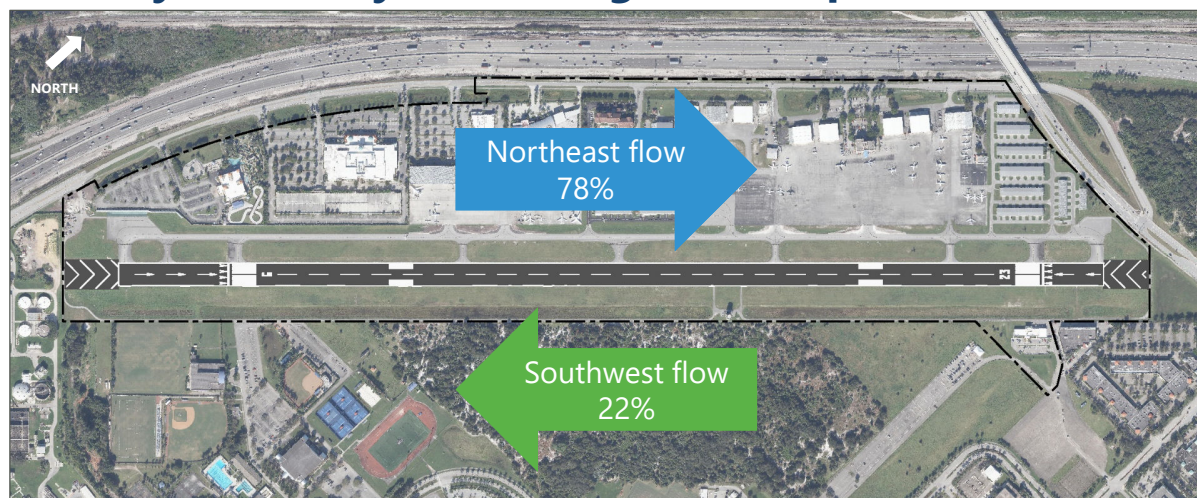
2 NIGHT = 10:00 P.M. TO 7:00 A.M.

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.



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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.

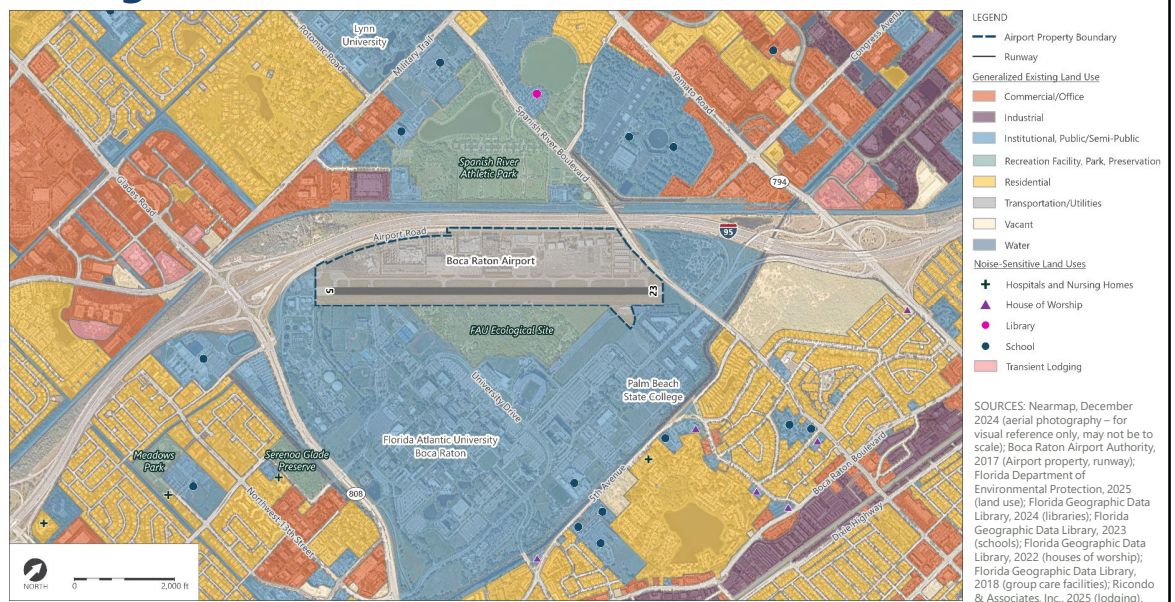
SOURCE: Ricondo & Associates, Inc., January 2025; Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data, date from January 1, 2024 to December 31, 2024.



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Land Use and Zoning

Draft Existing Land Use



Existing Zoning

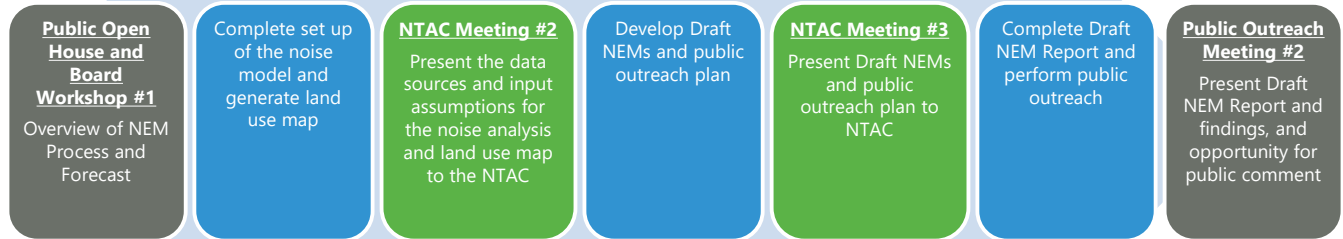
- The City of Boca Raton (the City) holds land use regulatory authority in areas directly surrounding BCT
- The City has established three airport noise zones to ensure compatibility with the Airport:
 - Zone A (within the 75 DNL contour)
 - Zone B (70–75 DNL)
 - Zone C (65–70 DNL)
- The Authority has 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

Next Steps



Supplemental

Airport Operations Forecast by Category

YEAR	ITINERANT OPERATIONS				LOCAL OPERATIONS			SHARE OF OPERATIONS		
	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.

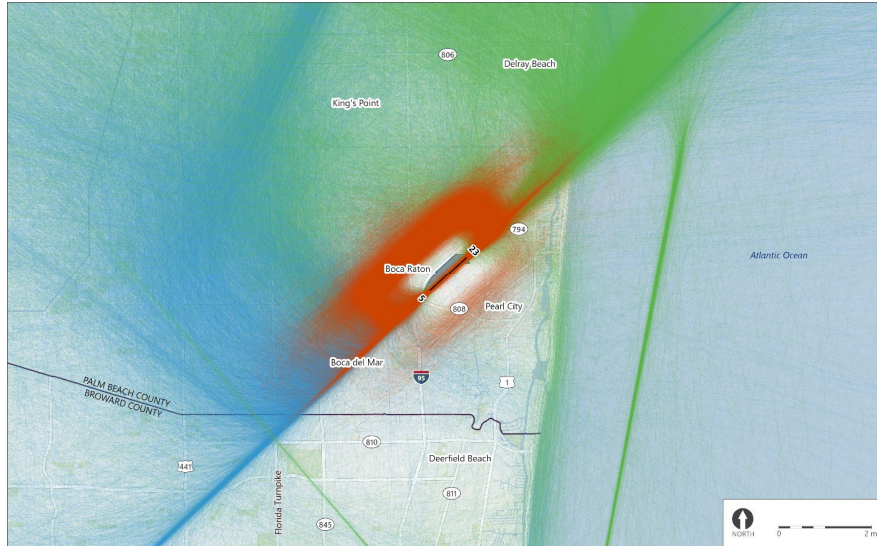


Noise Model Flight Track Development

All Arrival, Departure, and Touch-and-Go 2024 Radar Flight Tracks

LEGEND

- Arrival
- Departure
- Touch-and-Go



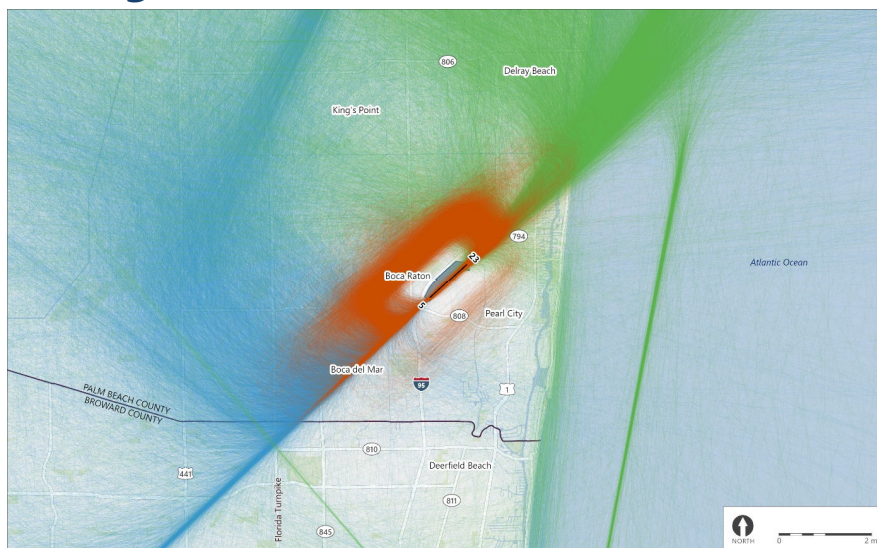
SOURCES: US Census Bureau, 2024 (county boundary, roads); University of Florida GeoPlan Center, 2021 (parks); USGS, 2022 (water); Boca Raton Airport Authority, 2024 (Airport property, runway); BCT Airport Noise Monitoring System (ANOMS) data, EnviroSuite, 2024 (radar flight tracks).



Runway 5 Arrival, Departure, and Touch-and-Go 2024 Radar Flight Tracks

LEGEND

- Arrival
- Departure
- Touch-and-Go



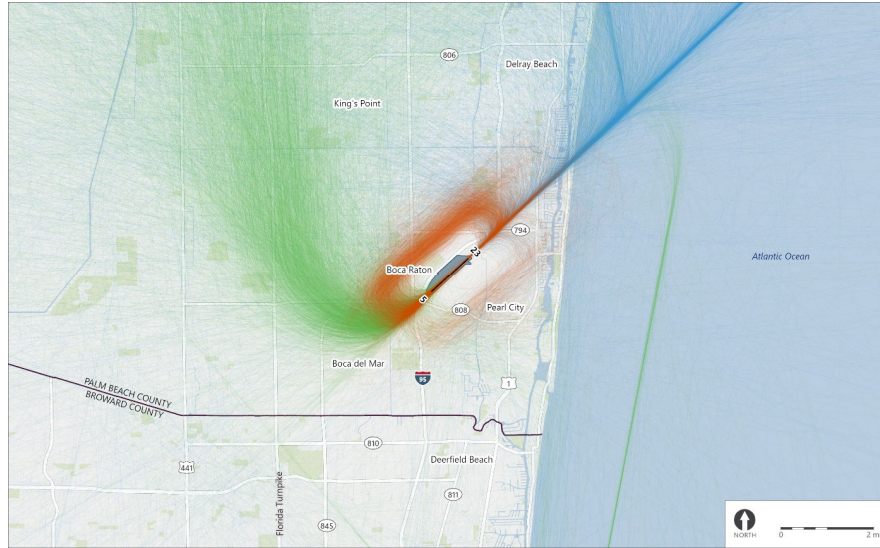
SOURCES: US Census Bureau, 2024 (county boundary, roads); University of Florida GeoPlan Center, 2021 (parks); USGS, 2022 (water); Boca Raton Airport Authority, 2017 (Airport property, runway); EnviroSuite, 2024 (radar flight tracks).



Runway 23 Arrival, Departure, and Touch-and-Go 2024 Radar Flight Tracks

LEGEND

- Arrival
- Departure
- Touch-and-Go



SOURCES: US Census Bureau, 2024 (county boundary, roads); University of Florida GeoPlan Center, 2021 (parks); USGS, 2022 (water); Boca Raton Airport Authority, 2017 (Airport property, runway); EnviroSuite, 2024 (radar flight tracks).





APPENDIX D.5

Boca Raton Airport Authority Board Meeting #2

BOCA RATON AIRPORT AUTHORITY MEETING AGENDA

Wednesday, October 22, 2025

Boca Raton Airport Authority
903 N.W. 35th Street, Boca Raton FL 33431

The Boca Raton Airport Authority Agenda will be considered by the Chair and Authority Board Members on Wednesday, October 22, 2025 at 5:00 p.m. All requests to be placed on the agenda by the public must be submitted to the Executive Director, in writing, via the Agenda Request Form, at least twenty (20) days before the Authority meeting. Such written requests must be in sufficient detail to identify the subject matter as well as the contact person who will represent the matter before the Authority. The Boca Raton Airport Authority reserves the right to not consider matters over which the Authority has no jurisdiction.

This meeting can be viewed live through YouTube at the following link:

<https://www.youtube.com/live/AjGS1Xvp-L0>

ROLL CALL

RANDY NOBLES	CHAIR
CHERYL BUDD	VICE-CHAIR
JAMES R. NAU	SECRETARY/TREASURER
ROBERT TUCKER	BOARD MEMBER
MITCHELL FOGEL	BOARD MEMBER
GENE FOLDEN	BOARD MEMBER
MELVIN POLLACK	BOARD MEMBER

II. APPROVAL OF MINUTES

A. Consider approval of Minutes for the Regular Meeting of September 17, 2025.

III. AGENDA CHANGES

IV. PUBLIC REQUESTS

If any member of the public wishes to provide a comment on any item, the time to do so is now. Please complete a public comment card identifying the item upon which you wish to be heard and provide it to Ms. Naveda.

The public comment cards are located at the back of the room. Each member of the public wishing to comment will be provided with five minutes to do so. The Chair reserves the right to move the public comment opportunity on a specific

agenda item to the point in the agenda when that item is to be considered and/or to extend the allotted time per speaker.

V. CONSENT AGENDA

A. Presentation of the Operations and Noise Abatement Report for the Month of September 2025.

B. Garth Solutions Inc. Contract Extension.

Consider Resolution No. 10-31-25 of the Boca Raton Airport Authority approving a one-year extension of the Public Relations and Marketing Services contract with Garth Solutions, Inc.

C. Landscape Contract Award.

Consider Resolution No. 10-32-25 of the Boca Raton Airport Authority awarding the landscaping contract to Fresh Start Maintenance Inc.

VI. FEDERAL, STATE AND MUNICIPAL INPUT

VII. FINANCIAL REPORT

A. Presentation of the September Financial Report.

Consider a Motion for approval of the Financial Report for September 2025.

VIII. TENANT REPORTS AND REQUESTS

A. Presentation by Atlantic Aviation on Vertiports by Atlantic.

IX. EXECUTIVE DIRECTOR AND STAFF REPORTS

A. Presentation of the Noise Exposure Map Update.

B. Boca Raton Airport Authority Projects Update.

X. AUTHORITY BOARD MEMBER REQUESTS AND REPORTS

A. Boca Raton Airport Authority's 2026 Meeting Schedule.

XI. PUBLIC COMMENT

XII. OTHER BUSINESS

XIII. MISCELLANEOUS

The next meeting is scheduled for November 19, 2025 at 5:00 p.m.

XIV. ADJOURNMENT

Respectfully Submitted,
Clara Bennett
Executive Director

**Boca Raton Airport Authority
Meeting Minutes
October 22, 2025
Boca Raton Airport Authority Administration Building**

Mr. Nobles called the meeting to order at 5:00 p.m. A quorum was present.

BOARD MEMBERS

Randy Nobles	Chair
Cheryl Budd	Vice-Chair - TELEPHONICALLY
James Nau	Secretary/Treasurer
Robert Tucker	Board Member
Gene Folden	Board Member
Mitchell Fogel	Board Member
Melvin Pollack	Board Member TELEPHONICALLY

COUNSEL

Amy Petrick, Esquire – Lewis Longman Walker

STAFF

Clara Bennett, Executive Director
Travis Bryan, Operations Director
Robert Abbott, Finance and Administration Director
Florence Straugh, Business Manager
Richard Gurzo, Accounting Manager
Robert Pratt, Operations and Program Manager
Hannah Naveda, Operations and Program Manager

APPROVAL OF MINUTES

A MOTION to approve the minutes of the September 17, 2025 Regular Board Meeting was made by Mr. Tucker and seconded by Mr. Folden. The Motion carried unanimously.

AGENDA CHANGES

There were no agenda changes.

PUBLIC REQUESTS

There were no public requests.

CONSENT AGENDA

A. Presentation of the Operations and Noise Abatement Report for the Month of September 2025.

B. Garth Solutions Inc. Contract Extension.

Consider Resolution No. 10-30-25 of the Boca Raton Airport Authority approving a one-year extension of the Public Relations and Marketing Services contract with Garth Solutions, Inc.

C. Landscape Contract Award

Consider Resolution No. 10-31-25 of the Boca Raton Airport Authority awarding the landscaping contract to Fresh Start Maintenance Inc.

Mr. Folden requested to pull the Landscape Contract Award item off the Consent Agenda.

A MOTION to approve the Item A and Item B of the Consent Agenda was made by Mr. Nau seconded by Mr. Fogel. The Motion carried unanimously.

Mr. Bryan presented the Landscape Contract Award.

Mr. Folden commented on the unsightly landscaping along Airport Road and the Airport Administration Building and asked how the new company intends to correct the issue. Ms. Bennett responded stating the current state of landscaping on Airport property is the reason the BRAA went out to bid and did not choose to renew the current contract at the end of term. Nicholas Petrino, CEO of Fresh Start Maintenance discussed their plan to clean up Airport Road and the Administration Building.

Mr. Tucker asked about the overgrowth of weeds at the Observation Area. Mr. Petrino shared his plan to remove and control the weed issue.

Mr. Nobles clarified that the replacement of trees, sod, and bushes fall outside of the standard contract. Mr. Petrino affirmed the statement.

Mr. Nobles requested that a full evaluation be conducted to include any necessary additional costs. Ms. Bennett stated that the itemized costs which go beyond the base price were included in the contract.

Mr. Nobles asked how Airport Management plans to prevent oversight of landscaping services with the new contractor. Ms. Bennett stated there are provisions in the contract for performance.

Ms. Budd asked if there is a plan to recoup the costs of any palm trees which have died under the oversight of the current landscape company. Ms. Bennett stated that the warranty period expired two years prior and any replacement trees and labor would be paid outright. Ms. Petrick stated that while the contract allows notice and cure periods with termination and limited compensation for defaults, proving liability for tree deaths would be difficult, making cost recovery impractical. Ms. Budd said that the current landscape company did not meet our minimum standards. Ms. Petrick stated that we are exercising our right to terminate the contract due to lack of service. Ms. Bennett mentioned that the current landscape company meets the minimum standards outlined in their contract.

Mr. Folden asked about water truck services and inquired if Mr. Petrino has access to one. Mr. Petrino said he have access to a water truck.

Mr. Folden asked if Mr. Petrino intended to plant palm trees mature enough to match the existing trees along Airport Road. Mr. Petrino states that they will be taking soil samples to determine the underlying cause behind the pattern of unhealthy trees prior to planting additional palms.

A MOTION to award the Landscape Contract Award to Fresh Start Maintenance, Inc. was made by Mr. Tucker seconded by Mr. Fogel. The Motion carried unanimously.

FEDERAL, STATE AND MUNICIPAL INPUT

There was no federal, state or municipal input.

FINANCIAL REPORT

Mr. Nau introduced the Financial Report for September 2025.

Mr. Abbott presented the Financial Report for September 2025.

Mr. Nau asked for clarification of the expense variances.

Mr. Abbott stated that project expenses decreased by 40% due to invoice timing and delayed starts, office expenses dropped 30% from cost-saving measures, and customs facility costs fell because of billing issues.

A MOTION to approve the Financial Report for September 2025 was made by Mr. Folden seconded by Mr. Fogel. The Motion carried unanimously.

TENANT REPORTS AND REQUESTS

Mr. Nobles introduced VertiPorts by Atlantic.

Rolando Tapanes, VP Business Development, VertiPorts by Atlantic presented an introduction to VertiPorts by Atlantic.

Mr. Tucker asked what other airports are participating. Mr. Tapanes states that Palm Beach International Airport, Fort Lauderdale Executive Airport, and Miami International Airport are all locations with a signed lease agreement.

Mr. Folden inquired about the size of the proposed operation. Mr. Tapanes responded that the Boca Raton Airport location will total 4 acres, which will include a terminal building and a landing pad containing 4 to 6 chargers.

Mr. Nobles asked what the difference was between eVTOL's and helicopters from a consumer perspective. Mr. Tapanes stated that eVTOL's are electric and utilize flight mechanics unique from helicopters.

Mr. Nobles asked about the logistics of operating both locations simultaneously. Mr. Tapanes stated that Phase 1 will involve placing a landing pad on Atlantic Aviation's ramp. The next phase will be to expand the operation into the Research Park. Once the operation moves into Research Park, the landing pad at Atlantic Aviation will only be used as a supplementary landing pad.

Mr. Folden asked if these aircraft will be utilizing our air traffic control tower. Mr. Tapanes responded that they will while they are operating out of Atlantic Aviation; however, once they move into the Research Park, communication will likely only be necessary during landings and takeoffs.

Andrew Duffell shared his excitement for the project.

EXECUTIVE DIRECTOR AND STAFF REPORTS

Mr. Pratt introduced the Noise Exposure Map Update.

Mr. Covert presented the Noise Exposure Map Update.

Mr. Fogel left the meeting at 6:02pm.

Mr. Bryan presented the Boca Raton Airport Authority Projects Update.

AUTHORITY BOARD MEMBER REQUESTS AND REPORTS

Mr. Nobel presented the Boca Raton Airport Authority's 2026 Meeting Schedule.

PUBLIC COMMENT

There were no public requests.

OTHER BUSINESS

There was no other business.

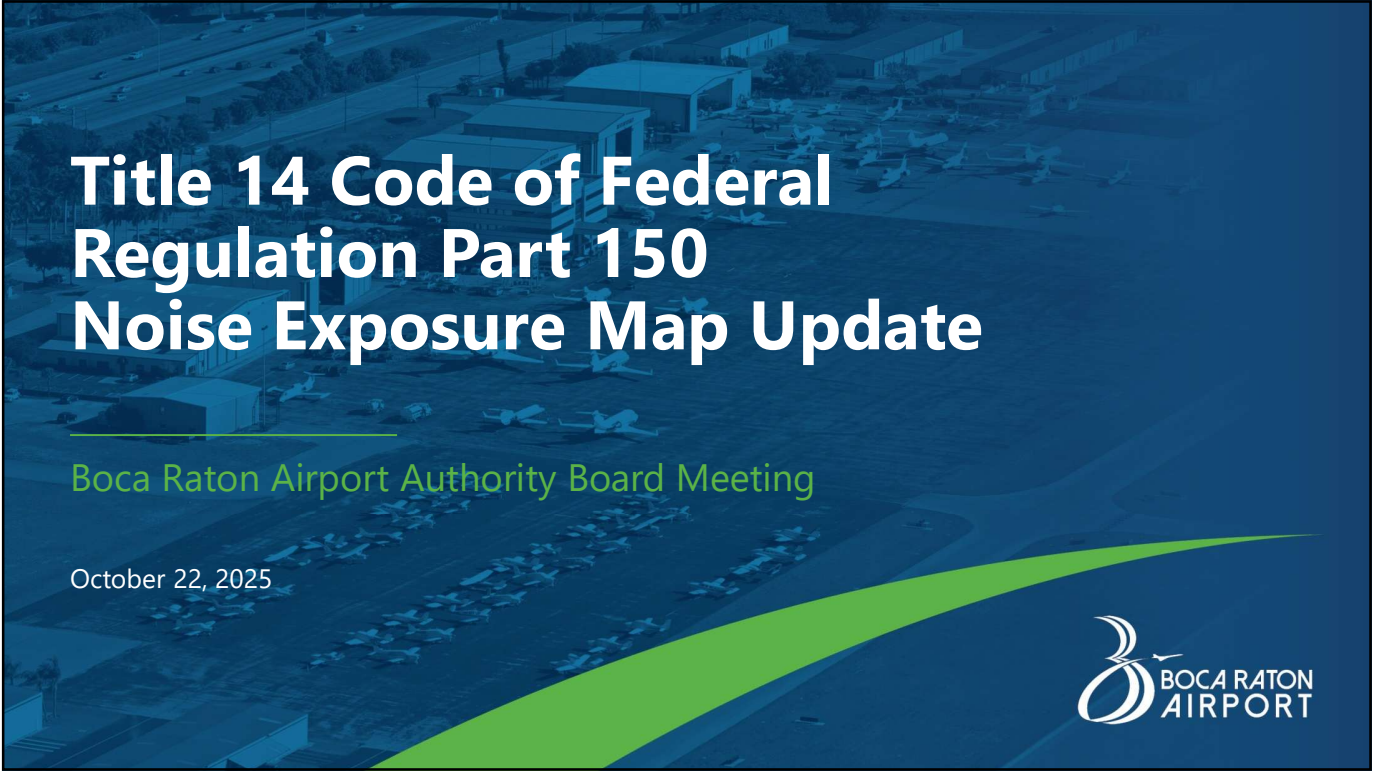
MISCELLANEOUS

The next meeting is scheduled for November 19, 2025 at 5:00 p.m.

ADJOURNMENT

The meeting adjourned at 6:16pm.

Chair Log Wong Date 11/19/2025



Title 14 Code of Federal Regulation Part 150 Noise Exposure Map Update

Boca Raton Airport Authority Board Meeting

October 22, 2025



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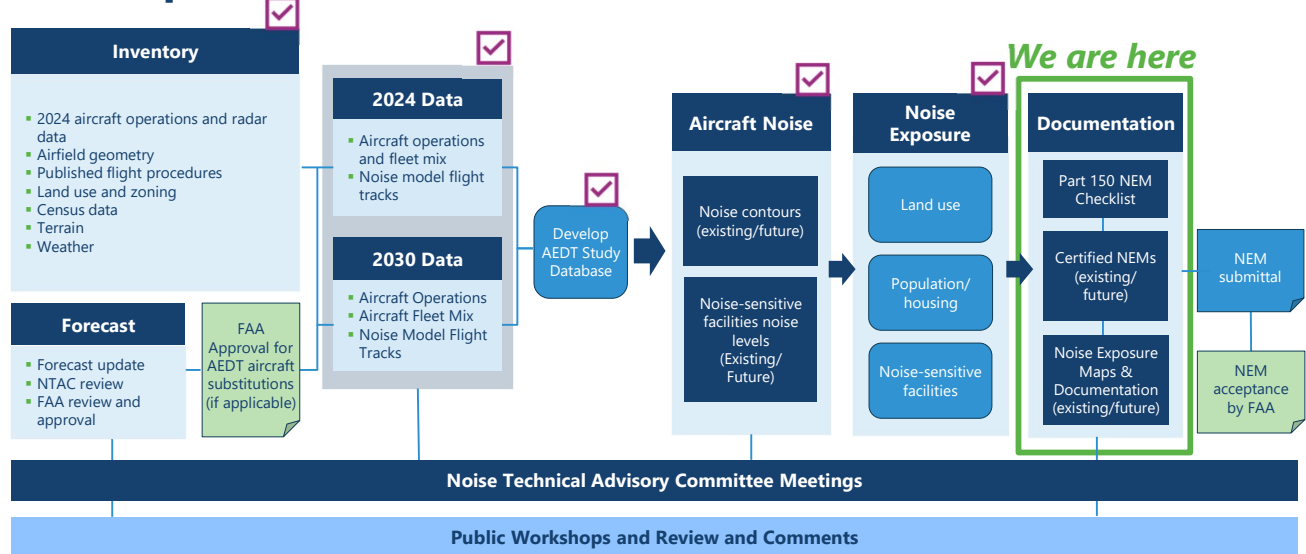
Meeting Agenda

- Draft Noise Exposure Map (NEM) Update Report Overview
- Next Steps



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NEM Update Process Refresh



NOTES:

AEDT – Aviation Environmental Design Tool NTAC – Noise Technical Advisory Committee



Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

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Understanding Sound Levels

- Aircraft noise is measured on an A-weighted decibel (dBA) scale to better correlate the measure of sound to the human hearing response
- On this scale, normal human speech is about 60-65 dBA and a typical vacuum cleaner is about 70 dBA—about 10 times the energy of normal human speech
- To account for differences in duration and loudness of sounds, different metrics are used
- These metrics are used to compare individual noise events as well as many events that take place over an extended period of time



Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

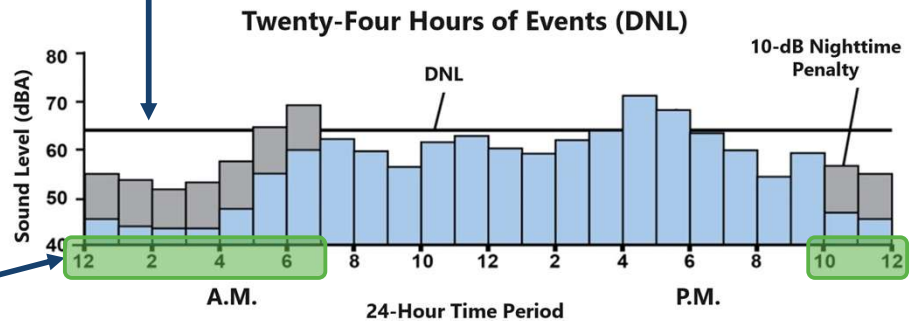
4

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



Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

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Draft NEM Update Report Overview

Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

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Draft NEM Update Report – Overview

- Section 1 – Introduction
- Section 2 – Airport Overview
- Section 3 – Land Use Analysis
- Section 4 – Development of the Existing and Future Contours
- Section 5 – 2025 and 2030 Noise Exposure
- Section 6 – Consultation and Public Involvement



Section 1: Introduction

14 CFR Part 150 Overview

- **Purpose:**
 - Establishes the procedures, standards and methodology for airport sponsors to voluntarily prepare, submit and review airport NEMs and noise compatibility programs (NCPs)
 - Provides information to the public regarding existing and future noise exposure and noncompatible land uses around the airport
 - 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
- ***BRAA is not updating the NCP as part of this study***

***See Section 1.1 and Appendix A of the Draft NEM Update Report
for more information***



Section 1: Introduction

14 CFR Part 150 at Boca Raton Airport

- 1989 – First 14 CFR Part 150 study for BCT conducted
- 1991 – FAA accepted the NEMs and approved the NCP
- 2002 – Most recent NEM accepted by the FAA
- 2017 – BRAA evaluated aircraft noise exposure
 - Noise contours remained within Airport property boundary
 - No noncompatible land uses identified
 - Formal NEM Update not submitted to FAA
- Since 2017 – Changes in aircraft operations prompted BRAA to prepare a formal NEM Update to reassess land use compatibility and revise FAA-accepted NEMs

See Section 1 of the Draft NEM Update Report for more information



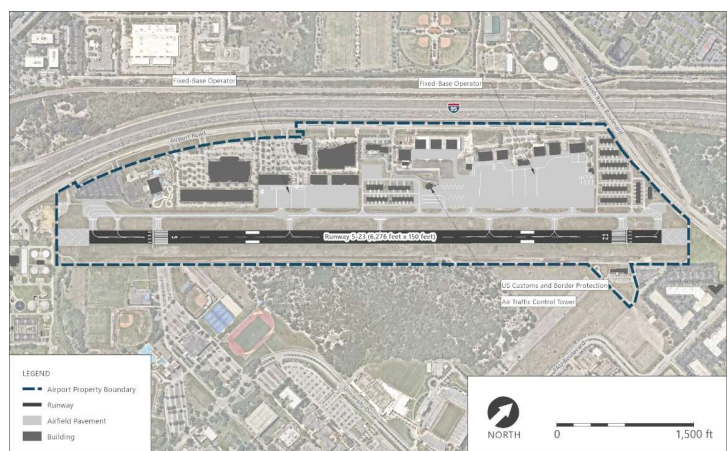
Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

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Section 2: Airport Overview

Airport Physical Facilities

- No airfield layout changes are planned within the next 5 years
- Current configuration serves as the basis for both existing and future conditions noise analysis



SOURCES: Nearmap, May 2025 (aerial photography – for visual reference only, may not be to scale); Boca Raton Airport Authority, 2017 (Airport property, runway, buildings, airfield pavement).

See Section 2.2 of the Draft NEM Update Report for more information



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Section 3: Land Use Analysis

Land Use Compatibility

- **FAA Compatibility Threshold:** DNL 65 dBA
 - Residential & Other Noise-Sensitive Uses are conditionally compatible if sound-attenuated to meet indoor standards (e.g., schools, hospitals, nursing homes, places of worship)
- **Authority Compatibility Threshold:** DNL 60 dBA
 - Residential land use within the DNL 60 dBA and higher contours noncompatible
- **The City:** Between DNL 60 and 70 dBA
 - Requires an aviation easement for future residential or mixed-use land use within 60 through 70 DNL dBA

See Section 3.2 and 3.4 of the Draft NEM Update Report for more information

NOTES:

dBA – A-weighted decibels

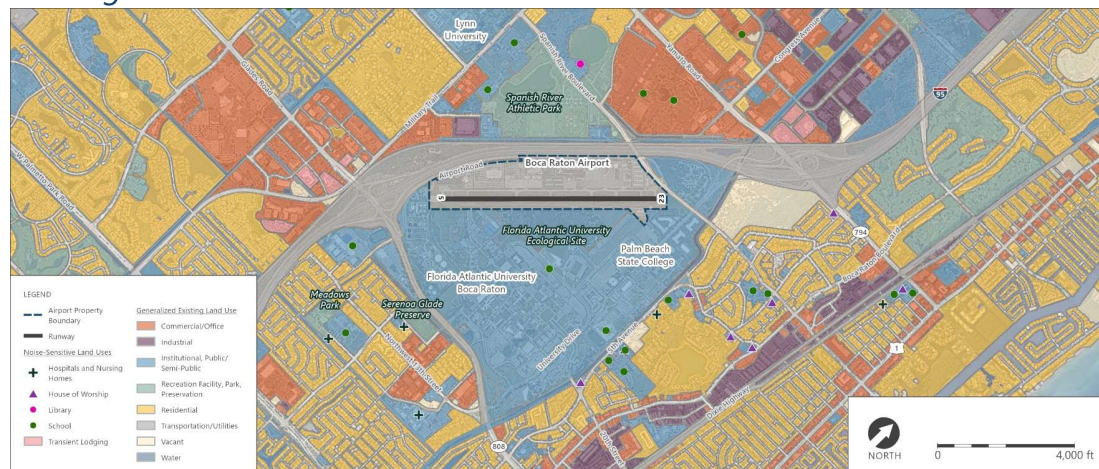
DNL – Yearly Day-Night Average Sound Level



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Section 3: Land Use Analysis

Existing Land Use



SOURCES: Neemap, May 2025 (aerial photography – for visual reference only, may not be to scale); Boca Raton Airport Authority, 2017 (airport property, runways); Florida Department of Environmental Protection, 2025 (land use); Florida Geographic Data Library, 2024 (libraries); Florida Geographic Data Library, 2023 (schools); Florida Geographic Data Library, 2022 (houses of worship); Florida Geographic Data Library, 2018 (group care facilities); Ricordo & Associates, Inc., 2025 (lodging).

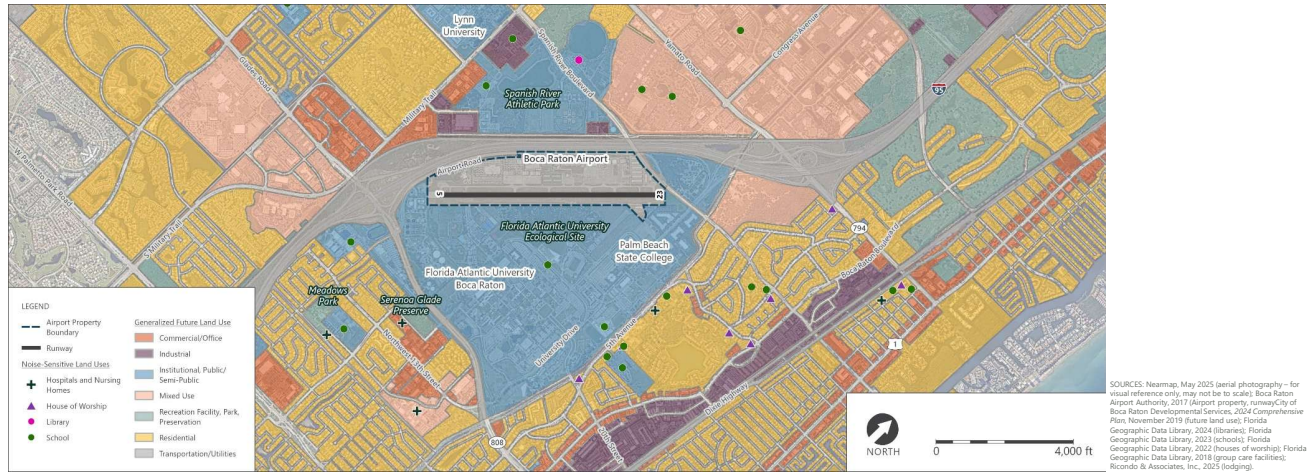
See Section 3.3 of the Draft NEM Update Report for more information



Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

Section 3: Land Use Analysis

Future Land Use



See Section 3.3 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Aircraft Operations – Existing and Future Conditions

	ITINERANT OPERATIONS				LOCAL OPERATIONS			
Year	AIR TAXI ¹	GENERAL AVIATION ²	MILITARY ³	TOTAL	GENERAL AVIATION	MILITARY	TOTAL	TOTAL OPERATIONS
Existing Conditions (2025)	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:

- 1 Air Taxi is an aircraft designed to have a maximum seating capacity of 60 seats or a maximum payload capacity of 18,000 that is used to carry passengers or cargo for hire or compensation.
- 2 Takeoffs and landings of all civil aircraft, except those classified as air carriers or air taxis.
- 3 All classes of military and government agency takeoffs and landings at FAA and federal tower contract facilities.

SOURCES: US Department of Transportation, Federal Aviation Administration, Operations Network, April 2025 (historical operations); Ricondo & Associates, Inc., April 2025 (forecast).

See Section 4.3.1 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Aircraft Fleet Mix – Existing and Future

AIRCRAFT FLEET MIX – 2025 EXISTING CONDITION AND 2030 FUTURE CONDITION		
AIRCRAFT CATEGORY	2025 SHARE OF FLEET (%)	2030 SHARE OF FLEET (%)
Jet	39.0%	39.2%
Turboprop	4.7%	4.6%
Piston	55.4%	55.3%
Helicopter	1.0%	1.0%
Total	100%	100%

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data for CY2024 (aircraft types); Boca Raton Airport Traffic Control Tower Operations Log; Federal Aviation Administration, Traffic Flow Management System Counts, <http://aspm.faa.gov/> (aircraft types; accessed January 14, 2025); Ricondo & Associates, Inc., July 2025 (analysis).

See Section 4.3.2 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Airport Operations by Time of Day – Existing Conditions

AIRCRAFT CATEGORY	ARRIVALS			DEPARTURES			TOUCH AND GO			TOTAL
	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	
Jet	18.0%	1.2%	19.3%	18.5%	0.8%	19.3%	0.4%	0.1%	0.5%	39.0%
Turboprop	2.0%	0.1%	2.1%	2.0%	0.1%	2.1%	0.2%	0.1%	0.4%	4.7%
Piston	11.8%	0.9%	12.7%	12.0%	0.7%	12.7%	28.7%	1.3%	30.0%	55.4%
Helicopter	0.5%	<0.0%	0.5%	0.5%	<0.0%	0.5%	--	--	--	1.0%
Total	32.3%	2.3%	34.6%	32.9%	1.7%	34.6%	29.4%	1.5%	30.8%	100.0%

NOTES: An aircraft operation is equivalent to one arrival/landing or one departure/takeoff. Due to rounding, the percentages above may vary slightly from the totals.

¹ Operations occurring between 7:00 a.m. and 9:59 p.m.

² Operations occurring between 10:00 p.m. and 6:59 a.m.

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data for CY2024 (aircraft types); Boca Raton Airport Traffic Control Tower Operations Log; Federal Aviation Administration, Traffic Flow Management System Counts, <http://aspm.faa.gov/> (aircraft types; accessed January 14, 2025); Ricondo & Associates, Inc., July 2025 (analysis).

See Section 4.3.3 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Airport Operations by Time of Day – Future Conditions

	ARRIVALS			DEPARTURES			TOUCH AND GO			
AIRCRAFT CATEGORY	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	DAY ¹	NIGHT ²	TOTAL	TOTAL
Jet	18.1%	1.2%	19.4%	18.6%	0.8%	19.4%	0.4%	0.1%	0.5%	39.2%
Turboprop	2.0%	0.1%	2.1%	2.0%	0.1%	2.1%	0.2%	0.1%	0.4%	4.6%
Piston	11.4%	0.9%	12.3%	11.6%	0.7%	12.3%	29.3%	1.3%	30.6%	55.3%
Helicopter	0.4%	<0.0%	0.5%	0.5%	<0.0%	0.5%	--	--	--	1.0%
Total	32.0%	2.3%	34.3%	32.7%	1.6%	34.3%	29.9%	1.5%	31.4%	100.0%

NOTES: An aircraft operation is equivalent to one arrival/landing or one departure/takeoff. Due to rounding, the percentages above may vary slightly from the totals.

1 Operations occurring between 7:00 a.m. and 9:59 p.m.

2 Operations occurring between 10:00 p.m. and 6:59 a.m.

SOURCES: Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data for CY2024 (aircraft types); Boca Raton Airport Traffic Control Tower Operations Log; Federal Aviation Administration, Traffic Flow Management System Counts, <http://aspm.faa.gov/> (aircraft types; accessed January 14, 2025). Ricondo & Associates, Inc., July 2025 (analysis and forecast).

See Section 4.3.3 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Modeled Departure Stage Length in Existing and Future Conditions

	DEPARTURE STAGE LENGTH CATEGORY						
AIRCRAFT CATEGORY	1	2	3	4	5	6	Total
Jet	91.4%	6.3%	1.4%	0.8%	0%	0.1%	100%
Turboprop	100%	0%	0%	0%	0%	0%	100%
Piston	100%	0%	0%	0%	0%	0%	100%
Helicopter	100%	0%	0%	0%	0%	0%	100%

NOTE: Totals may not add due to rounding. All arriving aircraft were modeled with a stage length of 1. No aircraft were modeled for a stage length greater than 6.

SOURCE: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT) Version 3g, August 2024; Ricondo & Associates, August 2025.

See Section 4.3.4 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Runway Use – Existing and Future

	DAY ¹			NIGHT ²		
OPERATION TYPE	RUNWAY 5	RUNWAY 23	TOTAL	RUNWAY 5	RUNWAY 23	TOTAL
Arrivals	72.8%	20.5%	93.3%	5.0%	1.7%	6.7%
Departures	74.6%	20.6%	95.2%	3.7%	1.0%	4.8%
Touch and Go	75.8%	19.5%	95.3%	3.6%	1.1%	4.7%
Overall	74.4%	20.2%	94.6%	4.1%	1.3%	5.4%

NOTES:

Values may not add to 100 percent due to rounding.

1 DAY = 7:00 a.m. to 9:59 p.m.

2 NIGHT = 10:00 p.m. to 6:59 a.m.

SOURCES: Ricondo & Associates, Inc., January 2025; Boca Raton Airport Authority, Aircraft Noise Monitoring System, Aircraft Radar and Flight Header Data, date obtained January 10, 2024 (2024 operations); Ricondo & Associates, Inc., August 2025 (analysis).

See Section 4.3.5 of the Draft NEM Update Report for more information



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Section 4: Development of the Existing and Future Contours

Flight Tracks – Runway 5 and 23



SOURCES: Florida Department of Environmental Protection, Environmental Systems Research Institute, Inc., HERE Technologies, Garmin Ltd., SafeGraph, Messaging to Extraterrestrial Intelligence/National Aeronautics and Space Administration, US Geological Survey, US Environmental Protection Agency, US National Park Service, and US Department of Agriculture, April 2025 (base map); Boca Raton Airport Authority, 2017 (runways); US Census Bureau, 2021 (roads, parks); Boca Raton Airport Authority, Aircraft Noise Monitoring System (ANOMS), Aircraft Radar and Flight Header Data for CY2024, 2025 (radar tracks); Ricondo & Associates, Inc., July 2025 (modeled tracks).

See Section 4.3.6 and Appendix C of the Draft NEM Update Report for more information

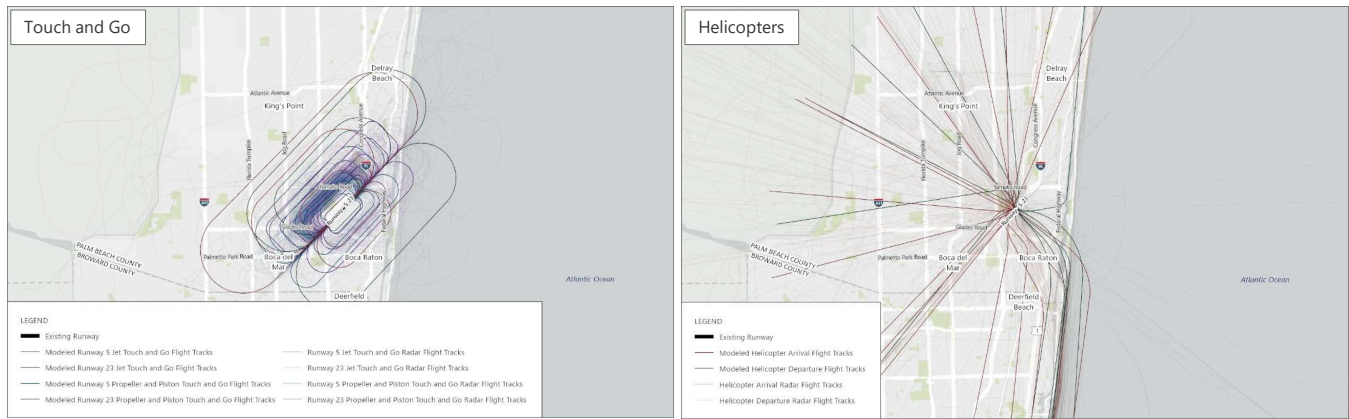


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Section 4: Development of the Existing and Future Contours

Flight Tracks – Touch and go and Helicopters



See Section 4.3.6 and Appendix C of the Draft NEM Update Report for more information



Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

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Section 4: Development of the Existing and Future Contours

Meteorological Data and Local Terrain

- Default meteorological data in AEDT was used for BCT
- Meteorological data is based on a ten-year average
- Local terrain is based on data from US Geological Survey

AEDT METEOROLOGICAL INPUTS FOR BCT	
CATEGORY	INPUT
Temperature (°F)	79.06
Pressure (millibars)	1,016.85
Relative humidity (%)	69.72
Dew point (°F)	68.29
Wind speed (knots)	8.44

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

See Section 4.3.7 of the Draft NEM Update Report for more information

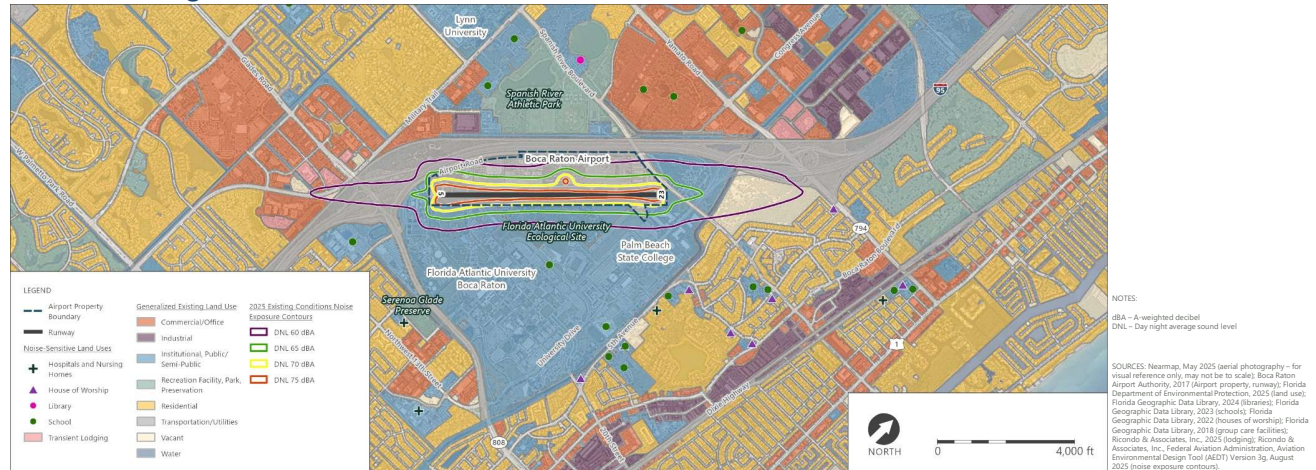


Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

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Section 5: 2025 and 2030 Noise Exposure

2025 Existing Conditions Draft NEM



See Section 5.1 and Appendix F of the Draft NEM Update Report for more information

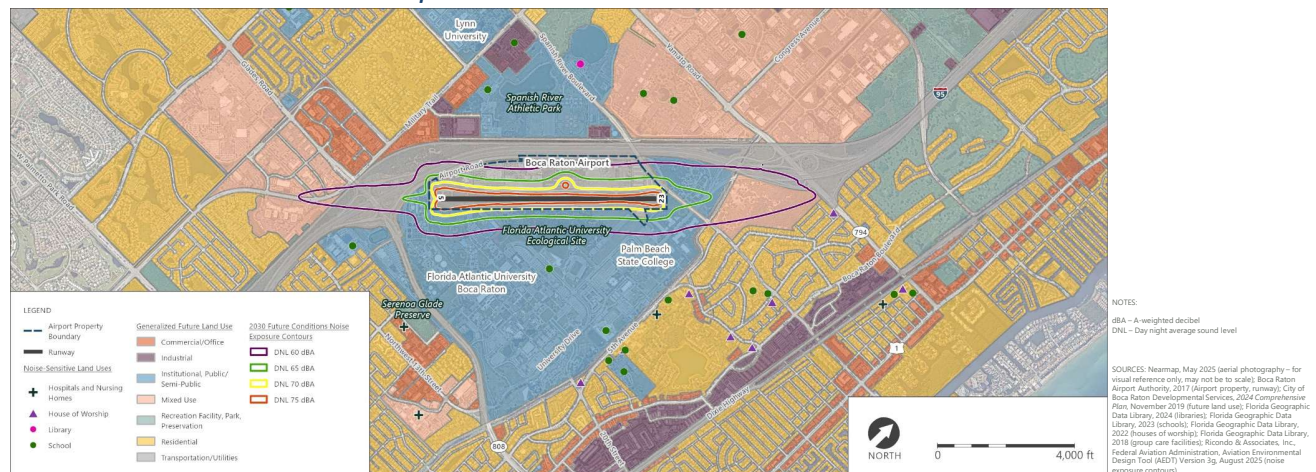


Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

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Section 5: 2025 and 2030 Noise Exposure

2030 Future Conditions Draft NEM



See Section 5.2 and Appendix F of the Draft NEM Update Report for more information



Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

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Section 5: 2025 and 2030 Noise Exposure

2025 and 2030 Noise Impact Analysis

NOISE-SENSITIVE SITES AND LAND AREA EXPOSED TO DNL 60 dBA AND HIGHER

NOISE LEVEL	TOTAL AREA (ACRES)	RESIDENTIAL HOUSING UNITS	POPULATION	PLACE OF WORSHIP	SCHOOLS	HOSPITALS/ NURSING HOMES	HISTORIC RESOURCES	PUBLIC LIBRARIES	TRANSIENT LODGING	MUSIC VENUES/ AUDITORIUM ¹
2025 EXISTING CONDITIONS										
DNL 60-65 dBA	272.0	0	0	0	1	0	0	0	1	0
DNL 65-70 dBA	96.5	0	0	0	1	0	0	0	0	0
DNL 70-75 dBA	54.5	0	0	0	1	0	0	0	0	0
DNL 75+ dBA	43.3	0	0	0	0	0	0	0	0	0
Total	466.2	0	0	0	1[†]	0	0	0	1*	0
2030 FUTURE CONDITIONS										
DNL 60-65 dBA	300.7	0	0	0	1	0	0	0	0	0
DNL 65-70 dBA	106.4	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	47.8	0	0	0	0	0	0	0	0	0
Total	511.8	0	0	0	1[†]	0	0	0	0	0
Difference	45.5	0	0	0	0	0	0	0	0	0

NOTES:

dBA – A-weighted decibels

DNL – Day-Night Average Sound Level

SOURCE: Ricondo & Associates, Inc., October 2025.

¹ Includes concert halls and amphitheatres.

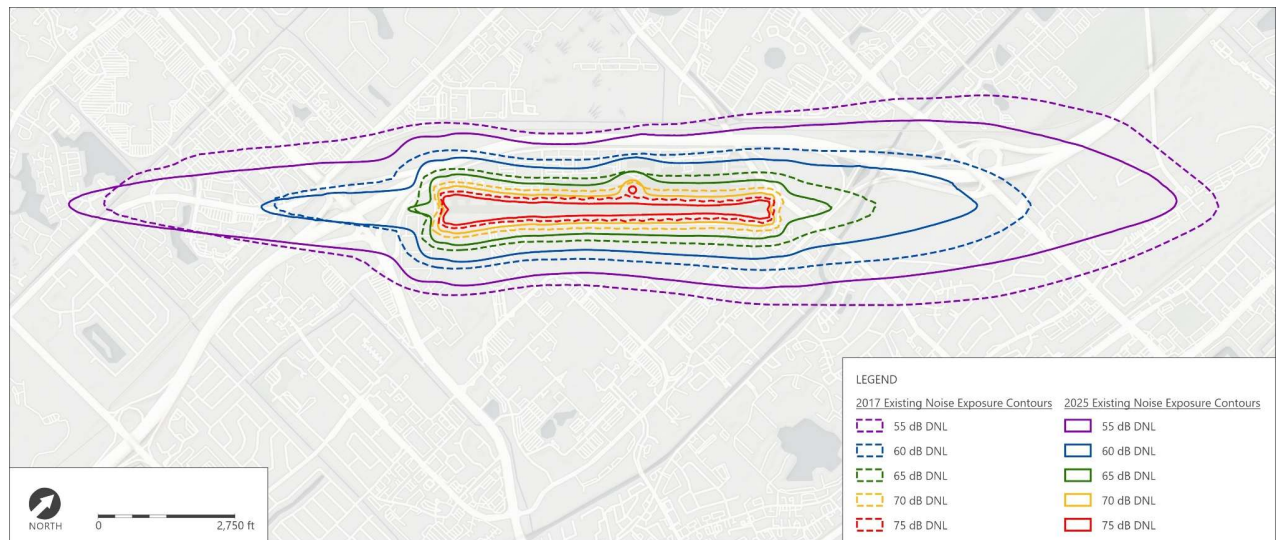
* Does not include buildings or structures.

[†] Includes Florida Atlanta University (FAU) property only.



Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

2017 and 2025 Noise Contour Comparison



Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

Section 6: Consultation and Public Involvement

Overview of Consultation

- Aeronautical users, the City, the FAA, Palm Beach County Department of Aviation, and other interested parties
- 3 NTAC meetings at key stages of the update process
- 2 BRAA Board meetings
- 1 informal meeting with the City
- NTAC presentation materials available on the Airport's webpage



See Section 6.2 and 6.4 of the Draft NEM Update Report for more information



Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

Section 6: Consultation and Public Involvement

Overview of Public Outreach

- Study webpage
- In-person meetings
- Ongoing public comment opportunities throughout the update process
- 2 public meetings to review and comment on Draft NEM update materials



See Section 6.3 and 6.4 of the Draft NEM Update Report for more information



Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

Next Steps

Boca Raton Airport Authority Board Meeting | 14 CFR Part 150 Noise Exposure Map Update | October 22, 2025

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Next Steps

Respond to public comments and complete Draft Final NEM Update Report.

Certify Final NEMs with the BRAA Board.

Submit Final NEM Update Report and checklist to FAA for review and acceptance.

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APPENDIX D.6

Boca Raton Airport Authority Board Meeting #3

BOCA RATON AIRPORT AUTHORITY MEETING AGENDA

Wednesday, November 19, 2025

Boca Raton Airport Authority
903 N.W. 35th Street, Boca Raton FL 33431

The Boca Raton Airport Authority Agenda will be considered by the Chair and Authority Board Members on Wednesday, November 19, 2025 at 5:00 p.m. All requests to be placed on the agenda by the public must be submitted to the Executive Director, in writing, via the Agenda Request Form, at least twenty (20) days before the Authority meeting. Such written requests must be in sufficient detail to identify the subject matter as well as the contact person who will represent the matter before the Authority. The Boca Raton Airport Authority reserves the right to not consider matters over which the Authority has no jurisdiction.

This meeting can be viewed live through YouTube at the following link:
<https://www.youtube.com/live/bcjUFgqdg2U?si=Sx2WHKbxvf732b04>

ROLL CALL

RANDY NOBLES	CHAIR
CHERYL BUDD	VICE-CHAIR
JAMES R. NAU	SECRETARY/TREASURER
ROBERT TUCKER	BOARD MEMBER
MITCHELL FOGEL	BOARD MEMBER
GENE FOLDEN	BOARD MEMBER
MELVIN POLLACK	BOARD MEMBER

II. APPROVAL OF MINUTES

A. Consider approval of Minutes for the Regular Meeting of October 22, 2025.

III. AGENDA CHANGES

IV. PUBLIC REQUESTS

If any member of the public wishes to provide a comment on any item, the time to do so is now. Please complete a public comment card identifying the item upon which you wish to be heard and provide it to Ms. Naveda.

The public comment cards are located at the back of the room. Each member of the public wishing to comment will be provided with five minutes to do so. The Chair reserves the right to move the public comment opportunity on a specific

agenda item to the point in the agenda when that item is to be considered and/or to extend the allotted time per speaker.

V. CONSENT AGENDA

VI. FEDERAL, STATE AND MUNICIPAL INPUT

VII. FINANCIAL REPORT

A. Presentation of the October Financial Report.

Consider a Motion for approval of the Financial Report for October 2025.

VIII. TENANT REPORTS AND REQUESTS

IX. EXECUTIVE DIRECTOR AND STAFF REPORTS

A. Presentation of the Operations and Noise Abatement Report for the Month of October 2025.

B. Airport Flooding Update.

C. Noise Monitoring and Flight Tracking System and Noise Monitor Service and Maintenance.

Consider Resolution No. 11-33-25 of the Boca Raton Airport Authority approving renewal of the agreement between the Authority and Envirosuite Inc. for Noise Monitoring and Flight Tracking System and Noise Monitor Service and Maintenance for the period beginning on January 1, 2026, and ending at midnight December 31, 2026.

D. Contract award for EMAS Repairs.

Consider Resolution No. 11-34-25 of the Boca Raton Airport Authority awarding the contract for Engineered Materials Arresting System (EMAS) Repair Project to Boland's LLC.

E. Presentation of the Final Noise Exposure Map Report.

F. Presentation on the Florida Statutes regarding public records, Sunshine Law, and ethics.

X. AUTHORITY BOARD MEMBER REQUESTS AND REPORTS

XI. PUBLIC COMMENT

XII. OTHER BUSINESS

XIII. MISCELLANEOUS

The next meeting is scheduled for December 17, 2025 at 5:00 p.m.

XIV. ADJOURNMENT

Respectfully Submitted,
Clara Bennett
Executive Director



APPENDIX D.7

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



A blue and
green logo

Description
automatically
generated with low
confidence
www.bocaairport.com

Boca Raton Airport Authority | Always First Class
903 NW 35th St, Boca Raton, FL 33431
O: (561) 391-2202 EXT. 210 | **C:** (561) 466-0089
rpratt@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.

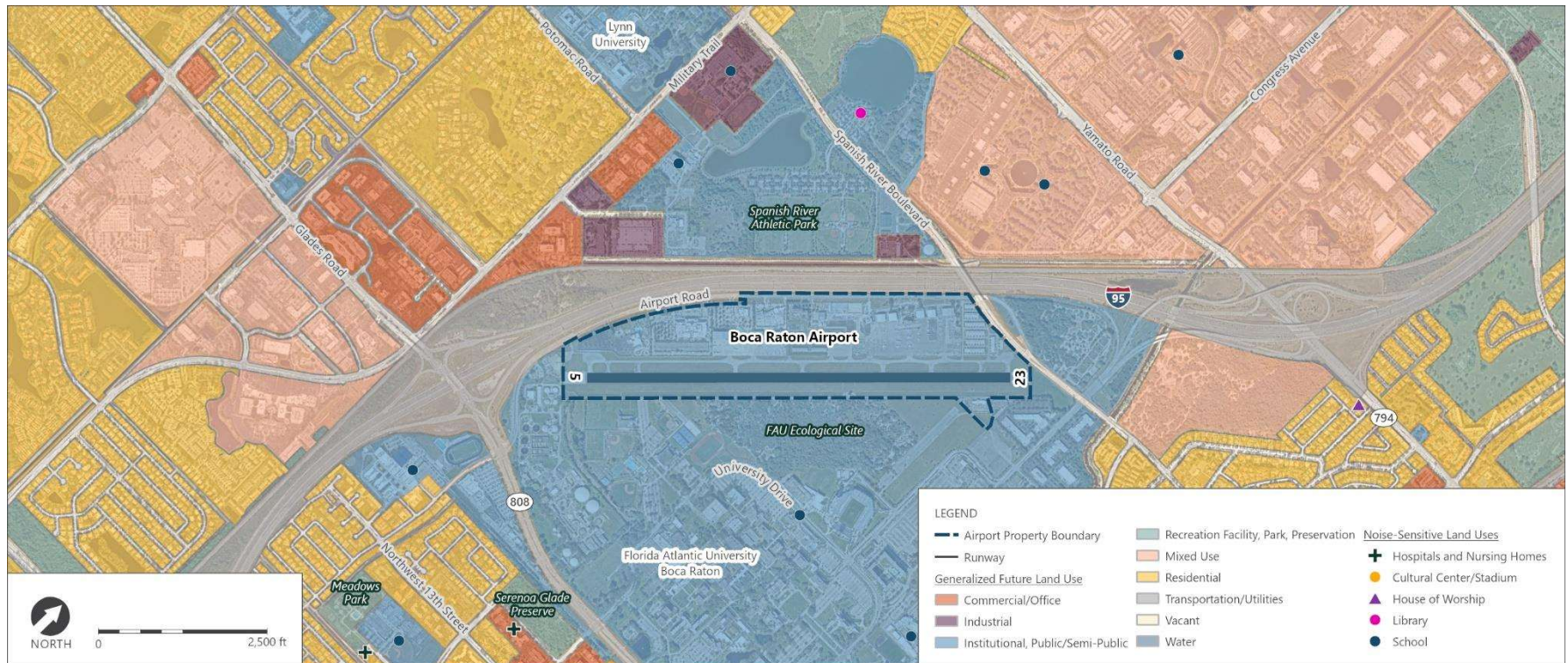
Enjoy your weekend,

Eoin

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

P 561-393-7845 | edevlin@BocaRaton-fl.gov

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, 2023 (schools); Florida Geographic Data Library, 2022 (houses of worship); Florida Geographic Data Library, 2018 (group care facilities); City of Boca Raton Developmental Services, 2024 Comprehensive Plan, November 2019 (future land use).