

**PALM BEACH COUNTY
BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM SUMMARY**

Meeting Date: December 16, 2008

☒ Consent ☐ Regular
☐ Workshop ☐ Public Hearing

Department:

Submitted By: Department of Airports

Submitted For:

I. EXECUTIVE BRIEF

Motion and Title: Staff recommends motion to:



- A) Receive and file the Palm Beach International Airport (PBIA) Development of Regional Impact (DRI) Annual Report; and**
- B) Authorize distribution of the Annual Report in accordance with Section 380.06(18) Florida Statutes.**

Summary: The Development Order for Palm Beach International Airport requires that an Annual Report on the activities of the Airport be submitted to the Board of County Commissioners, Treasure Coast Regional Planning Council, and other State and Local agencies. **Countywide (AH)**

Background and Justification: The Board of County Commissioners by Resolution No. 82-199 adopted a Development Order for the Improvement of Palm Beach International Airport. Resolution 82-199 requires that the attached DRI Annual Report be presented to the Board for acceptance and transmission to the Treasure Coast Regional Planning Council and all affected permit agencies. The attached report covers the period February 24, 2007 to February 24, 2008.

Attachments:

- 1. 2007-2008 DRI Annual Report (1 original; no signatures required)

Recommended By:	 Department Director	11/13/08 Date
Approved By:	 County Administrator	11/13/08 Date

II. FISCAL IMPACT ANALYSIS

A. Five Year Summary of Fiscal Impact:

Fiscal Years	2009	2010	2011	2012	2013
Capital Expenditures	_____	_____	_____	_____	_____
Operating Costs	_____	_____	_____	_____	_____
External Revenues (Grants)	_____	_____	_____	_____	_____
Program Income (County)	_____	_____	_____	_____	_____
In-Kind Match (County)	_____	_____	_____	_____	_____
NET FISCAL IMPACT	<u>see below</u>	_____	_____	_____	_____
# ADDITIONAL FTE POSITIONS (Cumulative)	_____	_____	_____	_____	_____

Is Item Included in Current Budget? Yes _____ No _____
Budget Account No: Fund _____ Department _____ Unit _____ Object _____
Reporting Category _____

B. Recommended Sources of Funds/Summary of Fiscal Impact:

*There is no Fiscal Impact resulting from this item.

C. Departmental Fiscal Review: _____

III. REVIEW COMMENTS

A. OFMB Fiscal and/or Contract Development and Control Comments:

[Signature] 11/20/08
OFMB *[Signature]* 11/21/08
CN 11/19/08

[Signature] 11/24/08
Contract Dev. and Control
By *[Signature]* 11/25/08

B. Legal Sufficiency:

[Signature]
Assistant County Attorney

C. Other Department Review:

Department Director

REVISED 9/03

ADM FORM 01

(THIS SUMMARY IS NOT TO BE USED AS A BASIS FOR PAYMENT)

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF RESOURCE PLANNING AND MANAGEMENT
BUREAU OF STATE PLANNING
2740 Centerview Drive
Tallahassee, Florida 32399
850/488-4925

**DEVELOPMENT OF REGIONAL IMPACT
ANNUAL REPORT**

Subsection 380.06(18), Florida Statutes, places the responsibility on the developer of an approved development of regional impact (DRI) for submitting an annual report to the local government, the regional planning agency, the Department of Community Affairs, and to all affected permit agencies, on the date specified in the development order. The failure of a developer to submit the report on the date specified in the development order may result in the temporary suspension of the development order by the local government until the annual report is submitted to the review agencies. This requirement applies to all developments of regional impact which have been approved since August 6, 1980. If you have any questions about this required report, call the DRI Planner at (850) 488-4925.

Send the original completed annual report to the designated local government official stated in the development order with one copy to each of the following:

- a) The regional planning agency of jurisdiction;
- b) All affected permitting agencies;
- c) Division of Resource Planning and Management
Bureau of State Planning
2740 Centerview Drive
Tallahassee, Florida 32399

ANNUAL STATUS REPORT

Reporting Period: 02/24/07 to 02/24/08
Month/Day/Year Month/Day/Year

Development: Palm Beach International Airport
Name of DRI

Location: West Palm Beach, Palm Beach
City County

Developer: Palm Beach County Department of Airports
Company Name

Address: Palm Beach International Airport, Building 846
Street Location

West Palm Beach, Florida 33406
City, State, Zip

1. Describe any changes made in the proposed plan of development, phasing, or in the representations contained in the Application for Development Approval since the Development of Regional Impact received approval. Note any actions (substantial deviation determinations) taken by local government to address these changes.

NOTE: If a response is to be more than one sentence, attach as Exhibit A detailed description of each change and copies of the modified site plan drawings. Exhibit A should also address the following additional items if applicable:

- a) Describe changes in the plan of development or phasing for the reporting year and for the subsequent years;

None.

- b) State any known incremental DRI applications for development approval or requests for a substantial deviation determination that were filed in the reporting year and to be filed during the next year;

There have been no incremental DRI applications or requests for substantial deviation determinations for the reporting year. Palm Beach County updated its Comprehensive Plan to incorporate the current PBIA Master Plan into the Comprehensive Plan. This eliminates the necessity of DRI applications for development approvals or requests for substantial deviation determinations to be filed for incremental developments the Department of Airports plans to make for subsequent reporting years.

- c) Attach a copy of any notice of the adoption of a development order or the subsequent modification of an adopted development order that was recorded by the developer pursuant to Paragraph 380.06(15)(f), F.S.

None during this reporting period.

2. Has there been a change in local government jurisdiction for any portion of the development since the development order was issued? If so, has the annexing local government adopted a new Development of Regional Impact development order for the project? Provide a copy of the order adopted by the annexing local government.

None during this reporting period.

3. Provide copies of any revised master plans, incremental site plans, etc., not previously submitted.

NOTE: If a response is to be more than one or two sentences, attach as Exhibit B.

See attached Exhibit "B". During this reporting period, the Department of Airports was in the process of completing a System Wide Master Plan Update for the four (4) airports under the control of Palm Beach County, including Palm Beach International Airport, in an effort to evaluate the aviation needs of the County, and the region as a whole, in the future. The Board of County Commissioners approved the updated Master Plans on April 15, 2008, which is subsequent to the reporting period for this Annual Report.

4. Provide a summary comparison of development activity proposed and actually conducted for the reporting year as well as a cumulative total of development proposed and actually conducted to date.

Example: Number of dwelling units constructed, site improvements, lots sold, acres mined, gross floor area constructed, barrels of storage capacity completed, permits obtained, etc.

NOTE: If a response is to be more than one sentence, attach as Exhibit C.

See Attached Exhibit "C".

5. Have any undeveloped tracts of land in the development (other than individual single-family lots) been sold to a separate entity or developer? If so, identify tract, its size, and the buyer. Provide maps which show the tracts involved.

<u>None</u>	<u>N/A</u>
Tract	Buyer

NOTE: If a response is to be more than one sentence, attach as Exhibit D.

6. Describe any lands purchased or optioned adjacent to the original Development of Regional Impact site subsequent to issuance of the development order. Identify such land, its size, and intended use on a site plan and map.

NOTE: If a response is to be more than one sentence, attach as Exhibit E.

The Department of Airports has acquired nearby properties as part of its ongoing noise compatibility and safety programs. A map of those areas is attached as Exhibit "E".

7. List any substantial local, state, and federal permits which have been obtained, applied for, or denied during this reporting period. Specify the agency, type of permit, and duty for each.

NOTE: If a response is to be more than one sentence, attach as Exhibit F.

None during this reporting period.

8. Provide a list specifying each development order condition and each developer commitment as contained in the ADA and state how and when each condition or commitment has been complied with during the annual report reporting period.

See attached as Exhibit "G".

9. Provide any information that is specifically required by the development order to be included in the annual report.

The effects of noise mitigation actions are discussed in Exhibit "G". See Development Order conditions II. D. 21 and 23.

10. Provide a statement certifying that all persons have been sent copies of the annual report in conformance with Subsections 380.06(15) and (18), F.S.

All persons required by Section 380.06(15) and (18), *Florida Statutes*, and by the Development Order to be provided copies of the annual report have been provided with a copy. A list is attached as Exhibit "H".

Person completing the questionnaire:


Bruce V. Pelly

Title:

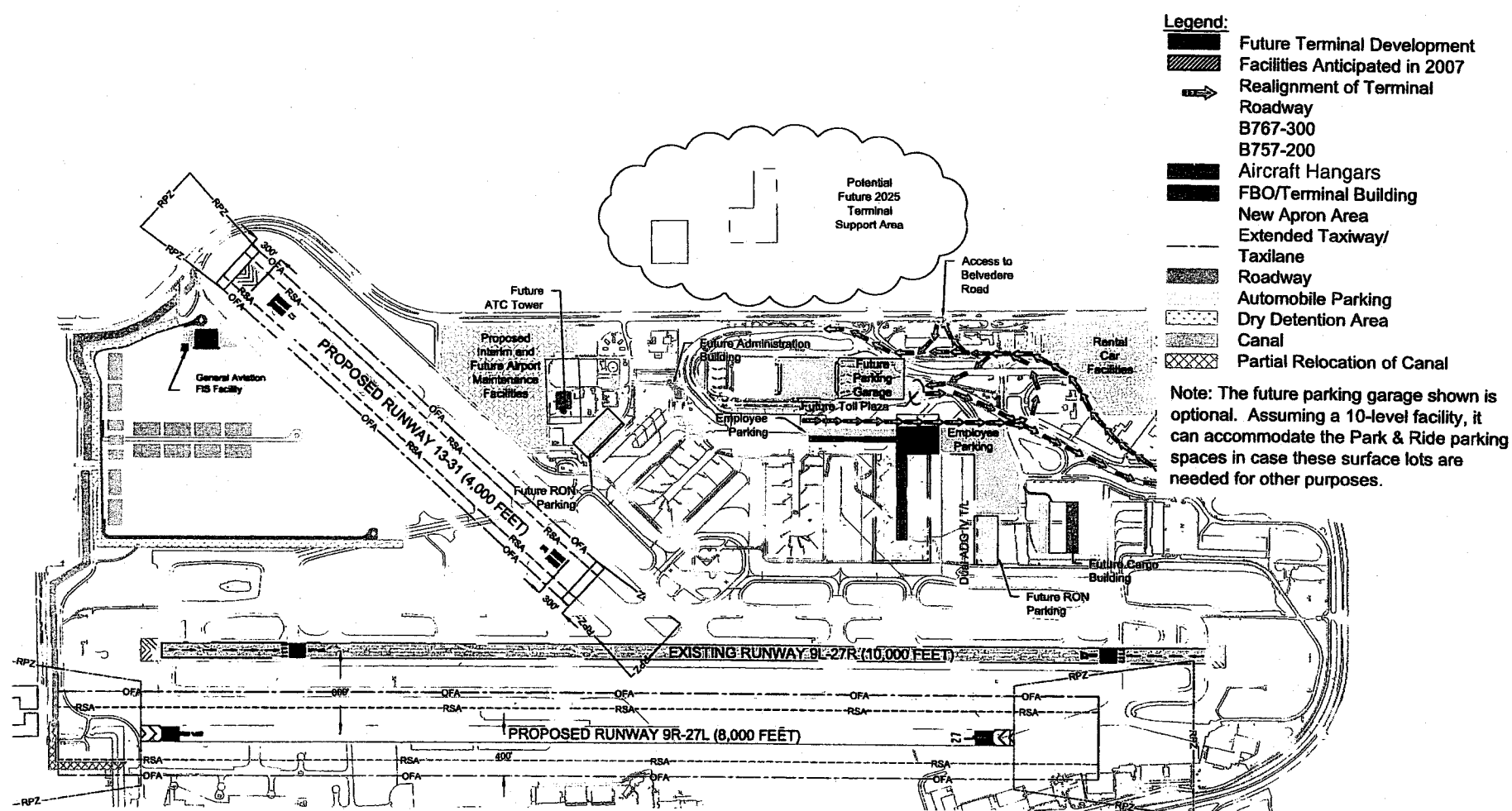
Airport Director

Representing:

Palm Beach County Department of Airports

Palm Beach International Airport

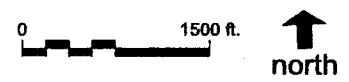
EXHIBIT "B"



- Legend:**
- Future Terminal Development
 - Facilities Anticipated in 2007
 - Realignment of Terminal Roadway
 - B767-300
 - B757-200
 - Aircraft Hangars
 - FBO/Terminal Building
 - New Apron Area
 - Extended Taxiway/Taxilane
 - Roadway
 - Automobile Parking
 - Dry Detention Area
 - Canal
 - Partial Relocation of Canal
- Note:** The future parking garage shown is optional. Assuming a 10-level facility, it can accommodate the Park & Ride parking spaces in case these surface lots are needed for other purposes.

Sources: Planimetric Basemap, Southern Resources and Mapping of Miami, July 2005
 Ricondo & Associates, Inc., June 2006; Golfview Concept, CH2MHILL, October 2006.
 Prepared by: Ricondo & Associates, Inc., July 2006

Exhibit 4-3



Composite Airport Development Plan

EXHIBIT "C"

The status of the permitted activities pursuant to Section I of the Development order is as follows:

I. Development Activities

A. Airport and Terminal activities through December 31, 1988:

1. General Aviation Runway Lighting
(Complete)
2. General Aviation Runway Marketing
(Complete)
3. Construction of General Aviation Taxiway Northwest
Side of R13/31.
(Project has been dropped from the Improvement Program)
4. Air Carrier Apron Taxiway
(Complete)
5. Strengthening of Air Carrier Runway 9L/27R
(Complete)
6. Paving Air Carrier Taxiway Southwest Side of R13/31
(Complete)
7. Construction of Blast Pads, Runway Ends
(Complete)
8. Install Runway End Identifier Lists
(Complete on R9L/27R and R13/31)
9. Construct Lighted Wind Tees
(Completed)
10. Install VASI
(Complete)
11. Install Localizer
(Complete)
12. Construct Rent-A-Car Building
(Complete)

13. Expand Air Carrier Apron
(Complete)
14. Construct Air Cargo Apron
(Complete)
15. Construct 150,000 Square Foot Terminal Expansion
In 1988, the existing terminal facilities were replaced with one facility which includes the 150,000 square foot terminal expansion provided by the Development Order, as well as other related terminal improvements. The ALP shows the existing site plan. (See Items A16, A17, A18, A29, B6, C15. Combined into phase I terminal improvement construction)
(All are complete)
16. Construct Bag Claim Conveyor
(See Item A15)
17. Construct Curbfront Canopy
(See Item A15)
18. Construct Baggage Claim Building
(See Item A15)
19. Construct Terminal Roadway
(Complete)
20. Construct Recirculation Bridge
(Complete)
21. Construct Perimeter Road
(Complete)
22. Pave Employee Parking
(Complete)
23. Construct 760 Stalls New Auto Parking
(Complete)
24. Resurface Parking Area
(Complete)
25. Construct Crash, Fire and Rescue Building
(Complete)
26. Construct New Cargo Building
(Complete)

27. Cargo Parking and Circulation Construction
(Complete)
28. Pave Rent-A-Car Parking Area
(Completed with Item A12)
29. Construct Terminal Curbfront Canopy
(See Item A15)
30. Construct Drainage Control Structure
(Complete)
31. Acquire Land for Ground Traffic Structure and Right-of-Way
(Right-of-Way acquire (Mercer Avenue) for I-95 interchange)
(Complete)
32. Demolition of Air Cargo and Baggage Claim Building
(Complete)
33. Construct Security Fencing
(Complete)

B. Airport and Terminal Activities between 1985 and 1990:

1. Construct Exit Taxiway 9L/27R
(Complete)
2. Pavement Strengthening
(Will be accomplished according to scheduled pavement maintenance program)
3. Construct Airline Service Maintenance Area
(Project is listed in the improvement program, timing is dependent on airline needs)
4. Reconstruct Airside Apron
(Partially completed—Design underway during reporting period for miscellaneous airfield pavement repair.)
5. Construct Additional Parking
(Complete)
6. Construct New Baggage Claim Building
(See Item A15)
7. Construct South Port of Entry Building
(Complete)

8. Construct Additional Fuel Storage
(Will be constructed when demand warrants)

9. Construct Drainage Control Structures
Constructed in conjunction with Item A19.
(Complete)

C. Airport and Terminal Activities between 1990 and 2000:

1. Construct Exit Taxiway 13/31
(Complete)

2. Realign and Construct Taxiway B
(Complete)

3. Install VASI 9L
(Complete)

4. Install VASI 27R
(Complete)

5. Construct Apron - Taxiway and Port of Entry
(See item C10)

6. Construct Additional Terminal
(Will be phased according to user requirements)

7. Construct Terminal Roadway
(Complete)

8. Construct Flight Kitchen
(Complete)

9. Construct Flight Kitchen Apron
(This project is no longer part of the improvement program)

10. Construct Port of Entry Building
(Complete)

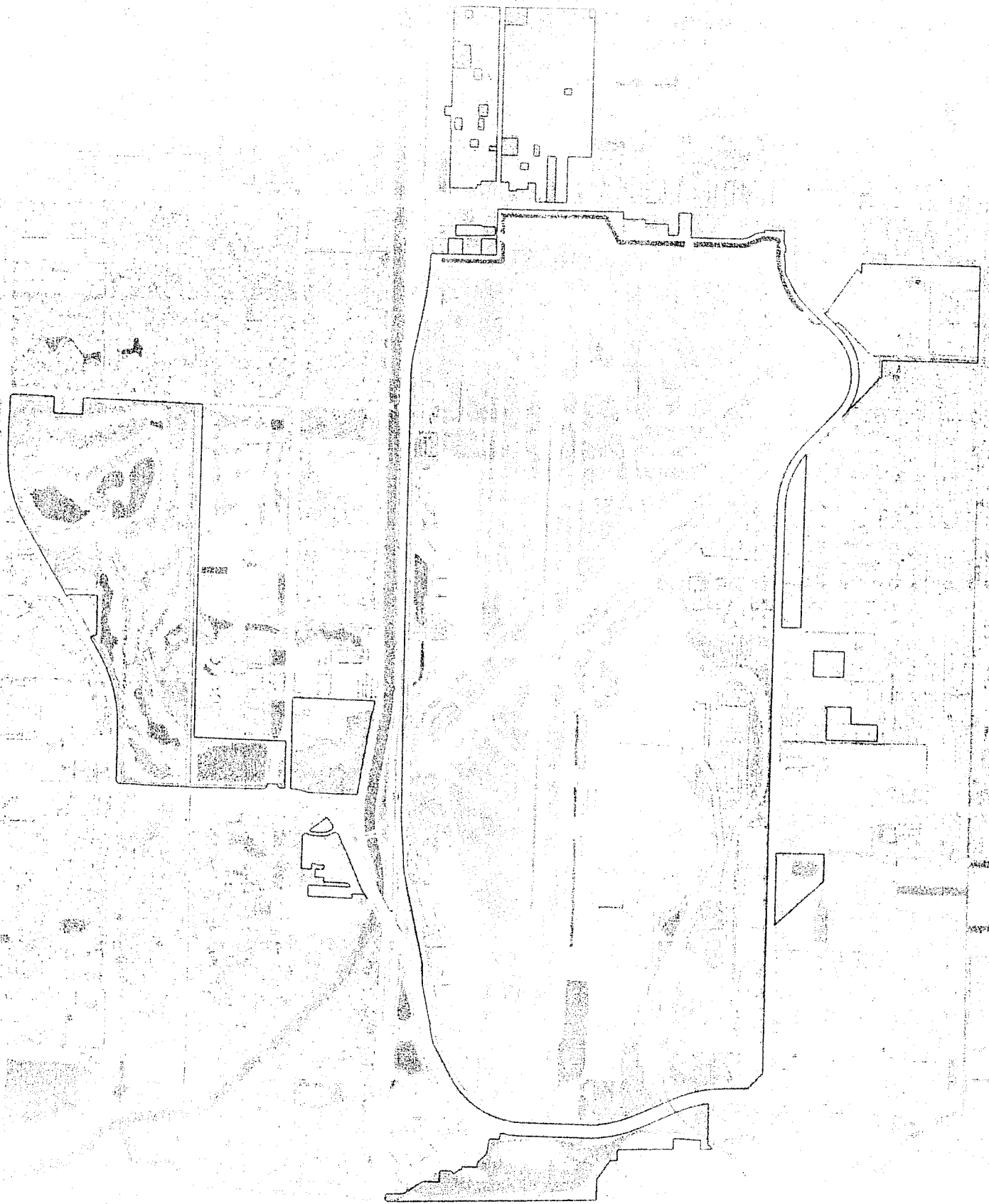
11. Construct Additional Parking
(During this reporting period the new 3,500-space long term parking garage was opened.)

12. Extend Runway 9L/27R 2,250 feet - Total 10,241 feet
(Complete)

13. Extend Runway 13/31 200 feet - Total 7,130 feet

(This project is no longer part of the Airport's Improvement Program)

14. Extend Runway 9R/27L 548 feet - Total 3,700 feet
(Complete)
15. Construct Delta Bag Claim Building
(See Item A15)
16. Construct Drainage Control Structure
(Will be phased according to terminal area development requirements)
17. Construct Additional Fuel Storage
(This project development will be phased according to requirements)
18. Relocate and Construct Airport Maintenance Area
(This project includes the re-use of County facilities on Airport property and is currently under design.)
19. Construct Terminal Curbfront Canopy
(Complete)
20. Construct Airline Service Maintenance Area
(This project will be phased according to airline needs)
21. Construct Traffic Control Structures
(This project will be phased according to future ground access needs)



AIRPORT PROPERTY MAP - EXHIBIT "E"

EXHIBIT "G"

II. A. Air Quality

The required air quality study was completed in 1985. The Palm Beach County Health Department continues to monitor air quality in the vicinity of PBIA. The results of this monitoring program are documented in the 2004 Emissions Inventory of the Air Pollution Control Section of the Division of the Environmental Health and Engineering of the Palm Beach County Health Department. The Inventory clearly indicates that air pollution emissions from aircraft continue to constitute a very small portion of emissions when compared to other sources of air pollution.

B. Water Quality and Drainage

1. Under the AIP-02 Drainage Project, water quality measuring devices were installed and placed in operation in August, 1985.
2. Storage retention areas are incorporated into the current South Florida Water Management District permit.
3. Pump station operating conditions have been set and are being operated in accordance with the program approved under the SFWMD permit.
4. The South Florida Water Management District approved Storm Water Management Permit No. 50-00471-S covering all of PBIA with any additional work contemplated being in accord therewith.
5. The pretreatment of surface area runoff has been investigated and where practical oil/water separation or other pretreatment devices have been installed. The County has installed a ground monitoring system to assist in the prevention of ground water contamination.

C. Transportation (Engineering Dept. Exhibits G-1 (a), (b), (c))

1. During the current planning year, the Metropolitan Planning Organization developed the Transportation Improvement Program (TIP). TIP is a staged program encompassing a five-year period consisting of all regionally significant transportation improvements to all modes of travel in Palm Beach County. The TIP contains transportation projects funded by Federal, State and local sources located primarily on the State Highway System. The TIP is based on and reflects the FDOT's FY2008-2012 Five-Year Work Program for Palm Beach County, and generally moves forward the projects in the time frame from previous Work Programs. The TIP was adopted on June 21, 2007, which is during the reporting year.
2. The required analysis was conducted and Congress Avenue has been connected to the internal airport circulation system.

3. The County has improved the intersection of Australian Avenue and Turnage Blvd. as required.
4. Monitoring of traffic within the DRI study area is done annually as required. No improvements are currently indicated.

D. Airport Mitigation Actions

The noise abatement and mitigation measures in effect at PBIA were developed in conjunction with the FAA and the public through a Noise Abatement and Mitigation Study (NAMS) completed in 1985 and conducted pursuant to FAR Part 150 guidelines. The Department completed the formal update to the 1985 study, the 1991/92 FAR Part 150 Noise Study Update, in October 1993. Public workshops were held and on October 19, 1993, the Board of County Commissioners approved the final recommendations of the Study. The Department submitted the Study to the FAA for review on December 22, 1993. The FAA issued its Record of Approval effective May 17, 1995.

1. Noise Barriers

The Department of Airports analyzed the feasibility and effectiveness of constructing noise barriers on PBIA and determined a noise berm would be effective between the Airport and the Town of Golfview. Construction on this 20 foot high/50 foot wide berm was completed in 1985. Palm Beach County has since acquired most of the land area of the Town of Golfview, and the Town has dissolved. The 1991/92 FAR Part 150 Noise Study Update did not recommend the construction of additional noise barriers in other locations around the Airport.

2. Instrument Landing System

The Florida Department of Transportation awarded a 50/50 grant in the amount of \$550,000.00 to the Palm Beach County Department of Airports for the design and installation of ILS equipment for runway 27R pursuant to recommendation of the 1985/86 NAMS. The system became operational on November 6, 1997.

3. Elimination of Fanning

Throughout the reporting period, the fanning procedures were carried out as established in the 1985 NAMS and as outlined in FAA Order 8400.9E "Informal Runway Use Program". The 1991/92 Noise Study Update examined in detail the noise benefits associated with the elimination of fanning procedures on all runways. This analysis concluded that the elimination of fanning was the single most effective method of eliminating a large portion of the population currently within the LDN 65 noise contour in the short-term. However, communities to the east of the airport continue to be substantially divided on the issue. Areas to the west, north and south have however, reached a consensus that fanning

should be eliminated for departures on Runways 27R (west), 31 (northwest) and 13 (southeast). The Noise Study Update recommended the elimination of fanning on runway 9L at a future point in time, when it can be shown that elimination of the 20° north turn for alternating Stage 2 aircraft departures will not significantly increase overall noise levels in areas east of PBI. In 1998, PBI reached 90% Stage 3 and the review of these actions began with consultation with the Citizens Committee on Airport Noise (CCAN). The review determined that the elimination of fanning could be accomplished without increasing noise under the flight path. The DOA formally requested the elimination of the fanning procedure from FAA air traffic control procedures in May 1999. The procedure was eliminated thereafter and all turbojet aircraft and aircraft over 12,500 lbs. m.g.t.w. are now assigned straight out departure headings on takeoff from all PBI runways.

4. Noise Abatement Departure Procedures

Palm Beach County put in place an ordinance requiring the use of the Airline Pilots Association/Northwest Air Lines Noise Abatement Departure Procedure (FAR AC 91-53) in 1986. The FAA, in 1992 placed a moratorium on the development of airport specific departure procedures pending the recommendations of an appointed task force to study safety issues surrounding the use of procedures requiring early power cutbacks at low altitude. The FAA released updated guidelines, 91-53A, effective July 22, 1993. The 1991/92 Noise Study Update recommended that the Citizens Committee on Airport Noise commence an evaluation of the revised 91-53A guidelines. This evaluation was initiated in May, 1995 following approval of this Action under the FAA May 17, 1995 Record of Approval. On September 16, 1997, the Department of Airports issued a formal letter to Airmen adopting the "close-in" Noise Abatement Departure Procedure. During the monitoring period, the CCAN initiated a review of the implementation of NADP's by each air carrier serving PBI. The purpose of this review is to determine if the close-in community profile remains the most beneficial for noise abatement purposes and to determine if fleet mix changes necessitate the use of the standard or the distant community noise profile. Based on this review, additional noise modeling or noise monitoring analysis may be worthwhile.

The Department of Airports continues to maintain a pilot information program designed to encourage pilots of private aircraft to utilize noise abatement procedures when arriving and departing PBI. This information program includes visual displays of noise sensitive areas at each Fixed Base Operator location on the airfield and the publication of certain noise abatement rules in pilot reference manuals. Pilot information is available in the public domain via the internet.

5. Ban On Intersection Takeoffs

An ordinance prohibiting intersection take-offs by aircraft over 12,500 pounds is currently in effect. This weight category was selected since it is consistent with the threshold established by the FAA to differentiate between small general aviation aircraft and larger general aviation and commercial air carrier aircraft.

6. Engine Run-up and Testing

An ordinance prohibiting engine run-up between the hours of 11:00 p.m. and 7:00 a.m. for routine maintenance is in effect.

7. Noise Monitoring and Modeling

The aircraft noise monitoring system is in place and fully operational. Permanent monitoring sites are shown in Exhibit "G-2" (see attached). The original 9-site system was completed in 1986. The system was upgraded in 1997 to include flight-tracking capabilities, three additional monitor locations and upgraded noise monitoring and operations management software. The monitor on Tropical Road was removed at the request of the Florida Department of Transportation (FDOT) due to the widening of State Road 80.

The 2005 Noise Contour Map represents estimated average day noise levels and is attached at Exhibit "G-3". The Noise Contour Map was developed in accordance with the FAA approved Noise Mapping Procedure and produced using the FAA's Integrated Noise Model 6.0C.

8. Citizen Complaint Mechanism

The Department of Airports Noise & Community Affairs Office is working with the Citizens Committee, airport users, members of the public, and consultants to recommend, develop and implement programs to reduce noise impacts and provide long range land use compatibility planning solutions to airport noise issues at PBIA. The Noise Abatement Officer's primary responsibilities include coordinating and enforcing noise abatement regulations and procedures, analyzing methods of mitigating noise impacts on surrounding communities and communicating with the public, airport users and tenants, news media, governmental and civic organizations regarding the resolution of noise impact issues.

The Citizens Committee on Airport Noise (CCAN) continues to play a major role in the PBIA Noise Abatement and Mitigation Program. The CCAN meets quarterly and is responsible for considering and recommending noise abatement programs.

9. Installation of Sound Deadening Materials

The Department completed a 15-home residential sound insulation test project in 1996. These modifications have significantly reduced interior noise levels

within all 15-test homes. The FAA has provided grant monies to offset costs associated with the implementation of this program on a large-scale basis. Since implementation of the sound insulation program, 352 homes east and west of PBIA have received treatment. In September 1994 the Board of County Commissioners approved the development of design and construction specifications for sound insulation of 2 churches and 1 school located within the FAA approved five-year forecast DNL 65 contour of PBIA. Sound insulation modifications for Conniston School was completed in September 1996, and modifications to Haverhill Baptist School and Church were complete in 1999.

10. Avigational Easements

Approach clearance easements are acquired when necessary. The feasibility of acquiring additional aviation easements as part of the sound insulation program referred to in Item 9 above has been determined. Following completion of the sound insulation test program, the 15 participating homeowners exchanged avigation easement rights for sound insulation modifications. The acquisition of additional avigational easements is recommended as part of the FAR Part 150 Study Update.

11. Site Design Criteria

There is relatively little undeveloped land in close proximity to PBIA. As a result of this, site design criteria have little usefulness around PBIA. The Hillcrest buyout area has been sold to Palm Beach Atlantic University for construction of its 100-acre athletic complex.

12. Runway Extension 9L/27R

The potential noise benefits of extension of Runway 9L/27R were reviewed as part of the 1991/92 FAR Part 150 Noise Study Update and further analyzed in the 1998 Environmental Assessment for the Extension of Runway 9L/27R. Noise modeling showed that the extension had the potential to eliminate over 1,300 people from the DNL 65 noise contour and improve transportation service. A Finding of No Significant Impact (FONSI) was issued by the FAA on April 28, 1998. On January 31, 1999, the bids for construction were let. This construction was complete in June 2000.

13. Variable Landing Fees

Palm Beach County Ordinance 89-29, first effective in 1985, amended in 1989 and 1997, mandates the collection of noise-based fees from aircraft. All

collections are used for noise abatement purposes only. The operating fee schedule is shown below:

<u>Aircraft Category</u>	<u>Time of Day/Type of Operation</u>	<u>Fee Amount</u>
Stage 2	Night*/Landing	\$ 260.00
Stage 2	Night/Takeoff*	\$2,600.00
Stage 2	Day/Any Opn.	\$ 26.00
Stage 3	Night	\$ 20.00
Stage 3	Day	Credit***

* A night operation is one that occurs between 10 PM and 7AM.

**An exception is allowed for air carrier operators that prove a takeoff was due to unavoidable conditions (weather, mechanical malfunction or air traffic control delay). If the Director of Airports determines an exception is valid, a \$400.00 fee is imposed. No exceptions will be granted after midnight. No exceptions are allowed for private operators.

*** For air carriers, beginning October 1, 1997 and ending December 31, 1999, a percentage of E.O. Fee payments were refunded quarterly based upon the following schedule:

- if a carrier operates a 79% or less Stage 3 fleet, there shall be no refund;
- if a carrier operates a 80% to 89% Stage 3 fleet, the refund shall be 50%;
- if a carrier operates a 90% to 95% Stage 3 fleet, the refund shall be 75%; and
- if a carrier operates a 95% to 100% Stage 3 fleet, the refund shall be 85%.
- No refund will apply if (a) a carriers Stage 3 operations as a percentage of its total operations is less than in the immediate prior quarter, and/or (b) its Stage 2 night operations as a percentage of its total operations is greater than the previous quarter.

14. Noise Quotas and Caps

Quotas, caps and related measures were not recommended in the Noise Abatement and Mitigation/FAR Part 150 Study. Other measures such as night-time operating restrictions, noise related operating fees, and the runway use program were recommended as legally and economically more feasible. Six ordinances implementing these recommendations have been adopted. The Airport Noise and Capacity Act of 1990 severely limits any airport sponsor from implementing such quotas and caps, and therefore the 1991/92 FAR Part 150 Noise Study Update did not analyze the implementation of such measures.

15. Noise Reduction Construction Methods

The Department of Airports has evaluated the State of Florida Energy Efficiency Code for Building Construction. In general, the requirements for a conventional energy system would improve the acoustical performance of the building. The extensive use of insulation, the use of thermal windows, and the use of solid core doors are beneficial to both energy conservation and to sound insulation. However, requirements for passive systems, such as cross ventilation and skylights, are counterproductive to sound insulation. The Department of Airports has provided this information to the Building Division for their use in revising construction codes. The Department of Airports in conjunction with the Palm Beach County Planning, Zoning and Building Department has developed procedures to allow Airport review of requests for land use changes in the airport vicinity. The Department of Airports may recommend the installation of sound insulation features if the proposed location is within the PBIA Land Use Noise Zone, as identified in Article 16, Airport Zoning, of the Palm Beach County ULDC. Article 16 was adopted in 1998 and continues to be monitored by the Department of Airports.

16. Transfer of Development Rights

The transfer of development rights appears to be of little value around Palm Beach International Airport because there is very little undeveloped property near the Airport. The Palm Beach County Comprehensive Plan is being utilized to convert non-compatible land use to compatible land use.

17. Comprehensive Plan

The Palm Beach County Comprehensive Plan, approved in 1989 and revised from time to time, made provisions for ensuring land use compatibility in unincorporated areas surrounding PBIA. The mechanism established is the PBIA Overlay District. The overlay establishes guidelines to facilitate conversion of certain residential areas west of PBIA to other use more compatible with aircraft operations. The boundaries of the overlay lie between Military Trail on the east and the Florida Turnpike on the west, and between Belvedere Road to the north and Southern Boulevard to the south. Other comprehensive plan policies address height zoning compatibilities, air and water quality, ground access impacts and the continuing PBIA development program. The overlay and the other aviation element policies are currently being implemented. Palm Beach County amended its Comprehensive Plan to incorporate PBIA's current master plan pursuant to recent amendments to F.S. 163.3177(6). The amendment eliminates the necessity of DRI applications for development approvals or requests for substantial deviation determinations to be filed for incremental developments that are in the master plan.

18. Land Acquisition

In October, 1987, the Department initiated a voluntary acquisition program in the area immediately east of PBI Runway 9L. The program was initiated based on the expressed desire of area residents. The acquisition area, which is bounded by I-95 on the West, Ridgewood on the north, Parker Avenue on the east and Locust on the south, included 363 separate parcels. The project was divided into five separate phases to establish an order in which property was to be acquired. The Department acquired 369 parcels. In 1994, the Department of Airports initiated a second voluntary acquisition program. The areas included are the south side of Hampton Road, adjacent to the 363 parcels in the Hillcrest buyout area, and west of the Airport on Country Club Road and Sandy Lane, for a total of 35 parcels. The Department of Airports has also acquired approximately two hundred sixty-eight (268) parcels in the PBI Overlay District, west of the airport, for compatibility purposes.

19. Federal Aviation Regulation Part 36 Compliance Requirement

Federal regulations are now in effect which require compliance with FAR Part 36.

20. Accident Potential Areas

PBI is currently in compliance with all Federal regulations concerning the on-airport accident potential area as specified in the Development Order.

21. Performance Standards

Through the County's efforts the DNL75 noise contour is confined to airport property.

22. Monitoring Committee

The Monitoring Committee has met, as needed, to review development activity at Palm Beach International Airport in accordance with the Development Order.

23. Annual Report

Palm Beach County has sent copies of the DRI annual report to those persons listed in Exhibit "H" in conformance with Subsections 380.06(14) and (16), *Florida Statutes*.

This annual report is filed in accordance with Section II.D.22 of the Development Order and Chapter 380, *Florida Statutes*.

STATUS OF PROJECTS SHOWN IN DRI REPORT AS PROJECTED 1990 IMPROVEMENTS

(TABLE TR-3 OF DRI REPORT FOR P.B.I.A.)

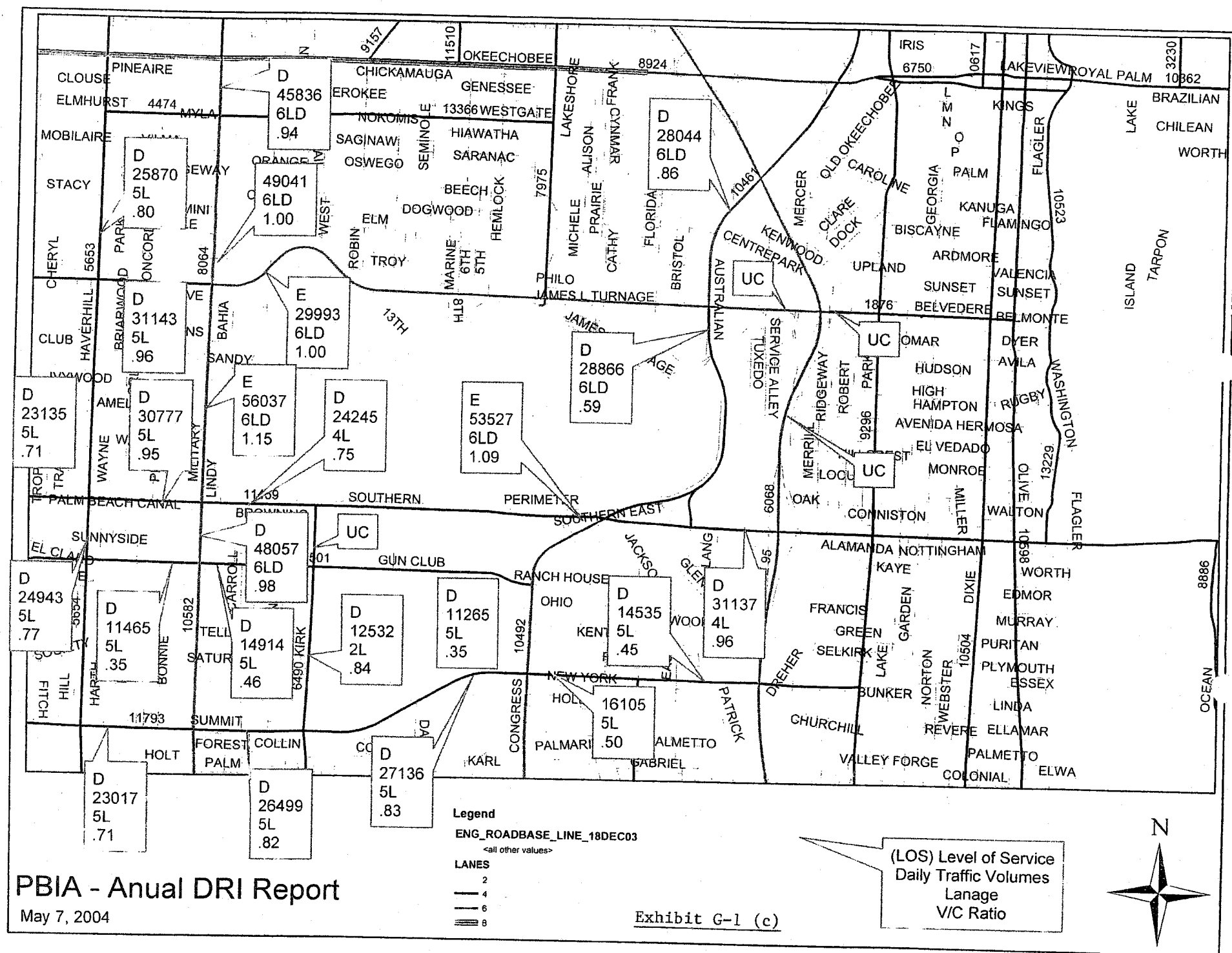
<u>PROJECT</u>	<u>SEGMENT</u>	<u>ROAD IMPROVEMENT</u>	<u>5-YEAR ROAD PROGRAM</u>	<u>2025 COST FEASIBLE PLAN</u>
AUSTRALIAN AVE.	P.B.I.A. TO OLD OKEECHOBEE BLVD.	6 LANE	EXISTING	YES / 6 LANE
AUSTRALIAN AVE.	SOUTHERN BLVD. TO P.B.I.A.	6 LANE	"	YES / 6 LANE
AUSTRALIAN AVE.	SOUTHERN BLVD. TO CONGRESS AVE.	6 LANE	"	YES / 6 LANE
AUSTRALIAN AVE.	AUSTRALIAN AVE./CONGRESS AVE.	INTERCHANGE	"	YES
CONGRESS AVE.	AUSTRALIAN AVE. TO SUMMIT BLVD.	6 LANE	"	YES / 6 LANE
I-95	SOUTH COUNTY LINE TO PGA BLVD.	8 LANE	UNDER CONSTRUCTION	YES / 8-10 LANE

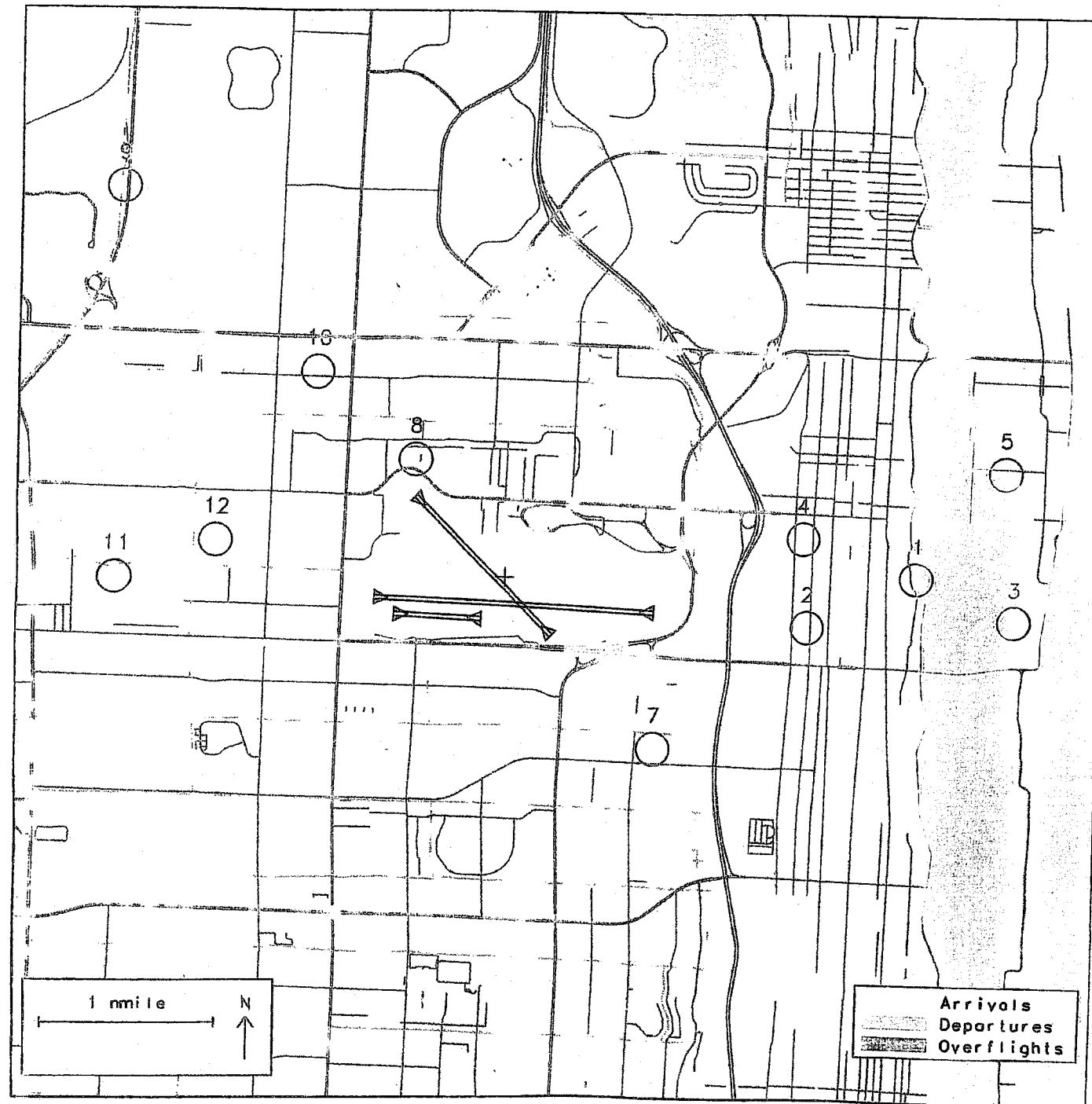
STATUS OF PROJECTS SHOWN IN DRI REPORT AS ADDITIONAL YEAR 2000 IMPRVEMENTS

(TABLE TR-4 OF DRI REPORT FOR P.B.I.A.)

<u>PROJECT</u>	<u>SEGMENT</u>	<u>ROAD IMPROVEMENT</u>	<u>5-YEAR ROAD PROGRAM</u>	<u>2025 COST FEASIBLE PLAN</u>
*TURNAGE BLVD./ PBIA TO 1-95 DIRECT CONNECTION	I-95 TO AUSTRALIAN AVE.	6 LANE INTERCHANGE	UNDER CONSTRUCTION	YES
BELVEDERE RD.	AUSTRALIAN AVE./BELVEDERE RD.	INTERCHANGE	NO	NO
BELVEDERE RD	1-95 TO AUSTRALIAN AVE.	6 LANE	EXISTING	YES
BELVEDERE RD	AUSTRALIAN AVE. TO CONGRESS AV.	6 LANE	EXISTING	YES

*THIS PROJECT COVERS GRADE SEPARATED INTERSECTION
AT TURNAGE BOULEVARD AND AUSTRALIAN AVE.

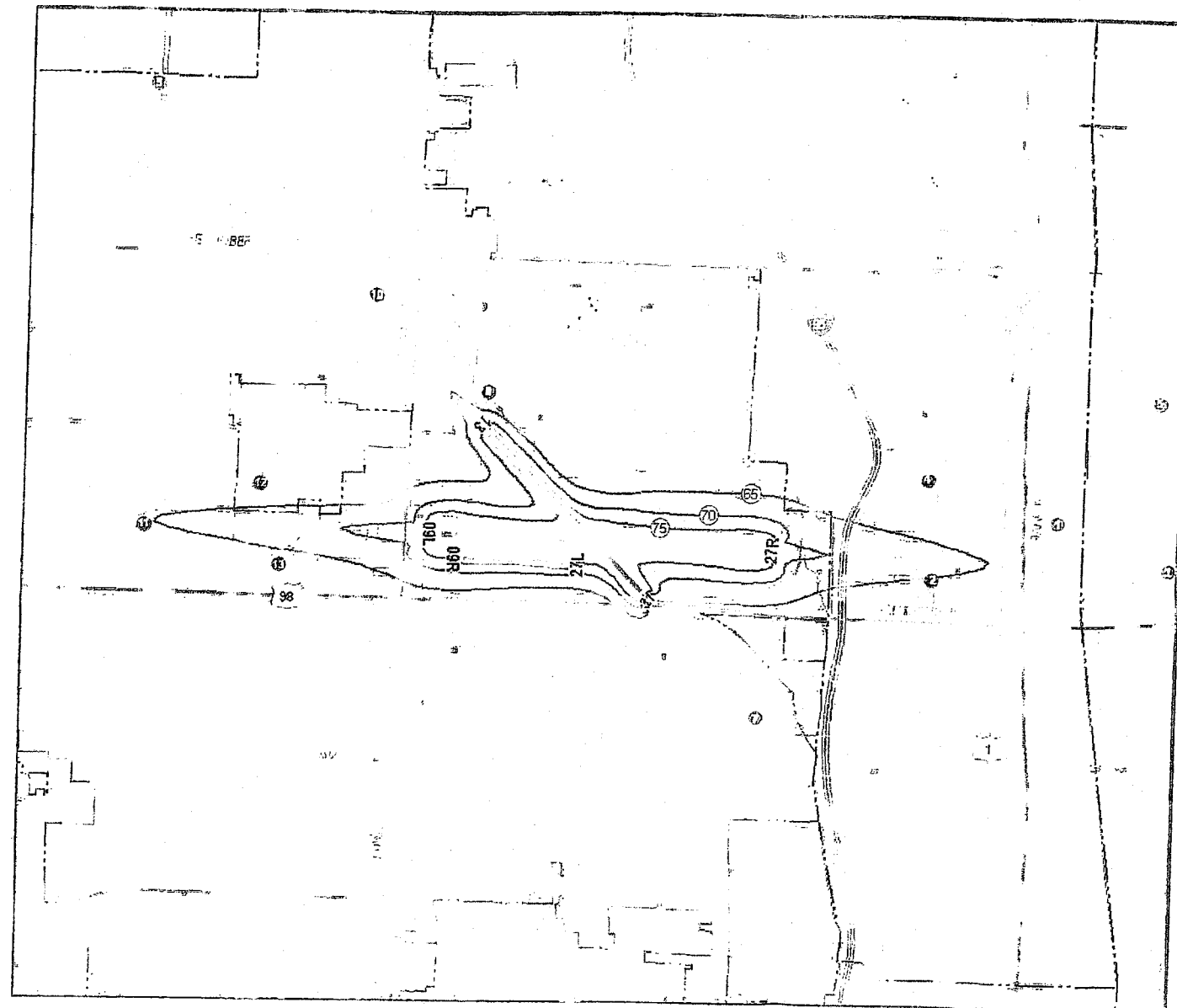




Palm Beach International Airport

PBI
NOISE MONITORING SITES

Exhibit G-2



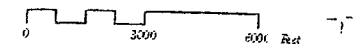
Palm Beach International Airport

2005 DNL Contours with Land Use

Figure 7

- 2005 DNL Contours
- Noise Monitoring Locations
- Agriculture
- Commercial
- Industrial
- Church / Organization
- School / Childcare
- Hospital / Nursing Home
- Recreation
- Recreation - Golf Course
- Residential - Single Family
- Residential - Multifamily
- Residential - Assisted Living
- Residential - Mobile Home
- Utilities / Transportation
- Public Use
- Mixed Primary Use
- Vacant
- Water
- Airport Property Boundary

Exhibit G-3



HARRIS MILLER MILLER & HANSON INC.

EXHIBIT "H"
AGENCIES RECEIVING PBIA DRI ANNUAL REPORT

Christopher J. Stahl
Florida Dept. of Environmental Protection
2600 Blair Stone Road, MS 47
Tallahassee, Florida 32399-2400

Jack Long, Director
Southeast District
Department of Environmental Protection
400 North Congress Avenue
West Palm Beach, FL 33416

Chief, Bureau of Aviation
Florida Dept. of Transportation
605 Suwannee Street, MS46
Tallahassee, FL 32399-0450

Secretary, District IV
Florida Dept. of Transportation
3400 W. Commercial Boulevard
Ft. Lauderdale, FL 33309

Donna Harris
Div. of Planning & Resource Management
Florida Dept. of Community Affairs
2555 Shumard Oak Blvd.
Tallahassee, FL 32399-2100

James Golden, Sr. Review Coord.
South Florida Water Management District
PO Box 24680
West Palm Beach, FL 33416-4680

Michael Busha, Director
Treasure Coast Regional Planning Council
301 E. Ocean Blvd., Suite 300
Stuart, FL 34994

Courtney Shippey, Environmental Specialist
PBC Health Department
901 Evernia Street
West Palm Beach, FL 33401

Robert Weisman, County Administrator
Palm Beach County Governmental Center
301 N. Olive Avenue—11th Floor
West Palm Beach, FL 33401

John A. Pancoast, Senior Planner
PBC Planning, Zoning & Building Department
100 Australian Avenue
West Palm Beach, FL 33406

Lois J. Frankel, Mayor
Ed Mitchell, City Administrator
City of West Palm Beach
P.O. Box 3366
West Palm Beach, FL 33402

Jack McDonald, Mayor
Peter B. Elwell, Town Manager
Town of Palm Beach
P.O. Box 2029
Palm Beach, FL 33480

Mayor
Town of Glen Ridge
1600C Southern Boulevard
West Palm Beach, FL 33406

Malcolm K. Lewis, Mayor
Joann Hatton, Town Administrator
Town of Lake Clarke Shores
1701 Barbados Road
Lake Clarke Shores, FL 33406

Joseph S. Kroll, Mayor
Town of Haverhill
4585 Charlotte Street
West Palm Beach, FL 33417

Mayor
Town of Cloud Lake
100 Lang Road
West Palm Beach, FL 33406