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MIAMI-DADE COUNTY, FLORIDA
#1

OPERATIONAL DIRECTIVE NO. 14 - 02

Effective: September 9, 2014

SUBJECT: NOISE ABATEMENT DEPARTURE PROFILES (NADP) FOR MIAMI INTERNATIONAL AIRPORT (MIA).

PURPOSE: To establish a policy implementing appropriate noise mitigation measures to reduce aircraft noise impact in residential areas surrounding MIA.

I. AUTHORITY:

- A. Chapter 25 of the Miami-Dade County Code, Miami-Dade Aviation Department Rules and Regulations, Section 25-10.13(h).
- B. Federal Aviation Administration (FAA) Advisory Circular (AC) No. 91-53A: Noise Abatement Departure Profiles.
- C. Update to Noise Abatement Departure Profiles (NADP) for Miami International Airport, prepared by Landrum & Brown, Inc.; May 2014.

II. DEFINITIONS:

- A. AC – Advisory Circular.
- B. FAA – Federal Aviation Administration.
- C. MDAD – Miami-Dade Aviation Department (MDAD).
- D. MIA – Miami International Airport.
- E. NADP – Noise Abatement Departure Profiles.
- F. *Close-In NADPs* – NADPs for individual aircraft types intended to provide noise reduction for noise sensitive areas located in close proximity to the departure end of an airport runway.
- G. *Distant NADPs* – NADPs for individual aircraft types intended to provide noise reduction for all other noise sensitive areas.

III. BACKGROUND:

Miami International Airport (MIA) is one of the busiest international airports in the United States. Air traffic activity and facilities at MIA are expanding to meet the demand for air service into and out of South Florida. It is important that as this growth occurs, the movement of

aircraft to and from MIA be conducted in a manner that affords the best use of runways, meets user demands, and minimizes noise impacts on neighboring communities. Accordingly, pilots should adhere to departure and arrival procedures that reduce off-airport noise impacts, and assist the airport in achieving good neighbor status with our environed communities. As part of MIA's "Good Neighbor Policy", MDAD conducted a Noise Abatement Departure Profile (NADP) study by aircraft type for MIA. The study concluded that aircraft should utilize one of the two NADPs noted in the FAA AC91-53A in order to achieve substantial noise reductions in noise-sensitive residential areas east and west of MIA. The appropriate profile, Close-In or Distant, will depend on the aircraft type (see V. Procedures). The study identified the key jet aircraft typically operating at MIA to determine the appropriate Close-In or Distant Departure Profile for noise abatement at MIA.

IV. POLICY:

*Based on evaluations of departure procedures and considering environed communities of MIA, the following NADPs are recommended for aircraft operators utilizing MIA. **Each Aircraft operator should review the FAA AC 91-53A to determine the specific minimum conditions to follow for the recommended Close-in or Distant NADP by aircraft type shown below for MIA.***

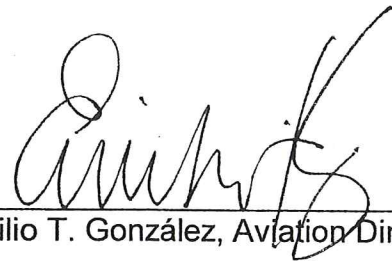
V. PROCEDURES:

Each aircraft operator should use the appropriate NADP for each aircraft type as indicated below, to abate noise for either a close-in or distant community as identified by the *Update to Noise Abatement Departure Profiles for Miami-International Airport (May 2014)* (see I.C, above). The key difference between the Close-In and Distant NAPD's is the sequence of the thrust cutback in relation to the initiation of flap and slat retraction. Essentially, the Close-In procedure reduces thrust first and then retracts flaps while the Distant procedure specifies the reverse order. The remaining steps in each procedure are identical.

<u>Aircraft Type</u>	<u>NADP for MIA</u>
1. A300	(D) Distant NADP
2. A319/320/321	(C) Close-In NADP
3. A330-200/300	(C) Close-In NADP
4. A380-800	(D) Distant NADP
5. B727-200	(C) Close-In NADP
6. B737-800/900	(C) Close-In NADP
7. B737-300/400/500	(D) Distant NADP

<u>Aircraft Type</u>	<u>NADP for MIA</u>
8. B737-200	(D) Distant NADP
9. B747-200/400	(D) Distant NADP
10. B757-200	(D) Distant NADP
11. B767-200/300/400/700	(C) Close-In NADP
12. B777-200	(D) Distant NADP
13. B747-800	(C) Close-In NADP
14. B777-300/77L/77W	(C) Close-In NADP
15. DC10	(D) Distant NADP
16. E-145/135/CRJ7	(D) Distant NADP
17. E-190	(D) Distant NADP
18. MD80/83/88/B712	(D) Distant NADP
19. MD-11	(C) Close-In NADP
20. MD-82	(D) Distant NADP

VI. REVOCATION: None



Emilio T. González, Aviation Director

Date: 8/19/14