SECTION 1
Introduction

1.1 The Environmental Assessment

The Miami-Dade Aviation Department (MDAD) has prepared this Environmental Assessment (EA) to document the analysis of potential environmental impacts associated with the extension of Runway 9R-27L at Kendall-Tamiami Executive Airport (TMB). This EA has been prepared in accordance with the National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Orders 1050.1E, Environmental Impacts: Policies and Procedures and 5050.4A, Airport Environmental Handbook. The extension of the runway at TMB is intended to allow the airport to meet its role as a reliever airport to Miami International Airport (MIA) by allowing current users of the airport to operate without load penalties. Eliminating the load penalties will increase the range of aircraft and cities that can be reached directly from TMB.

NEPA requires Federal agencies to analyze the environmental consequences of their proposed projects, acknowledge alternatives to these projects, consider mitigation for the impacts, and allow interested parties the opportunity to participate in the environmental review process. The FAA is responsible for complying with NEPA and approving Federal actions and Federal grants for proposed airport development projects.

This EA is being prepared by MDAD to assess potential environmental impacts, in accordance with NEPA, associated with the proposed runway extension.

1.2 Environmental Evaluation Process

An initial environmental determination is required for any proposed airport action to consider the type of action and its potential effect on the environment. Pending the result of the determination, a Categorical Exclusion (CE), an EA, or an Environmental Impact Statement (EIS) is necessary.

If a proposed action does not result in significant environmental impacts, it may be considered a CE and the FAA can take action without any further environmental review. If minor or uncertain environmental impacts are expected due to a proposed action, an EA is required. If the impacts determined through the EA do not exceed significant environmental threshold levels, the study will lead to a Finding of No Significant Impact (FONSI). If the impacts do exceed significant environmental threshold levels, an EIS will be required. An EIS provides an additional, more detailed evaluation of the proposed action and its alternatives. Both an EA and an EIS require coordination with Federal, state and local agencies and with the public.
1.3 Airport Description

TMB is a General Aviation (GA) Airport providing no scheduled commercial service. However, Fixed Base Operators (FBOs) provide occasional unscheduled charter passenger service. The Airport supports GA operations as well as, vintage aircraft displays at the Week’s Aviation Museum, and helicopter operations of the Miami-Dade County Sheriff’s Department, Air Rescue, Aeromed, and various news channels.

TMB is located approximately 13 miles southwest of the City of Miami. Figure 1-1 depicts the location of the Airport and its vicinity. Airport property is generally defined by four roads along the property line: Southwest 120th Street to the north, Southwest 137th Avenue to the east, Southwest 136th Street to the south, and Southwest 157th Avenue to the west. In addition, the Airport owns property on the west side of Southwest 157th Avenue.

TMB, which is classified in the National Plan of Integrated Airport Systems (NPIAS) as a reliever airport for Miami International Airport, currently has three runways available for use. The runways are designated 9L-27R (5,001 feet in length), 9R-27L (5,002 feet) and 13-31(4,001 feet). Runway 9R-27L is the most heavily used runway at the Airport.

Navigational aids at the Airport include an Instrument Landing System (ILS), a Non-Directional Radio Beacon (NDB), and a Global Positioning System (GPS). Runway 9R-27L has a precision ILS approach resulting in a vast majority of jet traffic using the runway.

There is an Air Traffic Control Tower (ATCT) and a Flight Service Station (FSS) on the airfield. The tower operates from 7:00 a.m. to 9:00 p.m. daily. Additional air traffic services are provided by the FSS when the tower is closed. The FSS operates 24 hours a day providing aeronautical services not only to TMB, but to the National Airspace System.

1.4 Proposed Project

The Proposed Action that is being evaluated in this EA involves extending Runway 9R-27L to a total length of 7,350 feet. This would include a 550-foot extension to the east end of the runway and a 1,798-foot extension to the west end of the runway. The project has been included on the TMB Airport Layout Plan (ALP). The ALP is presented on Figure 1-2.