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.

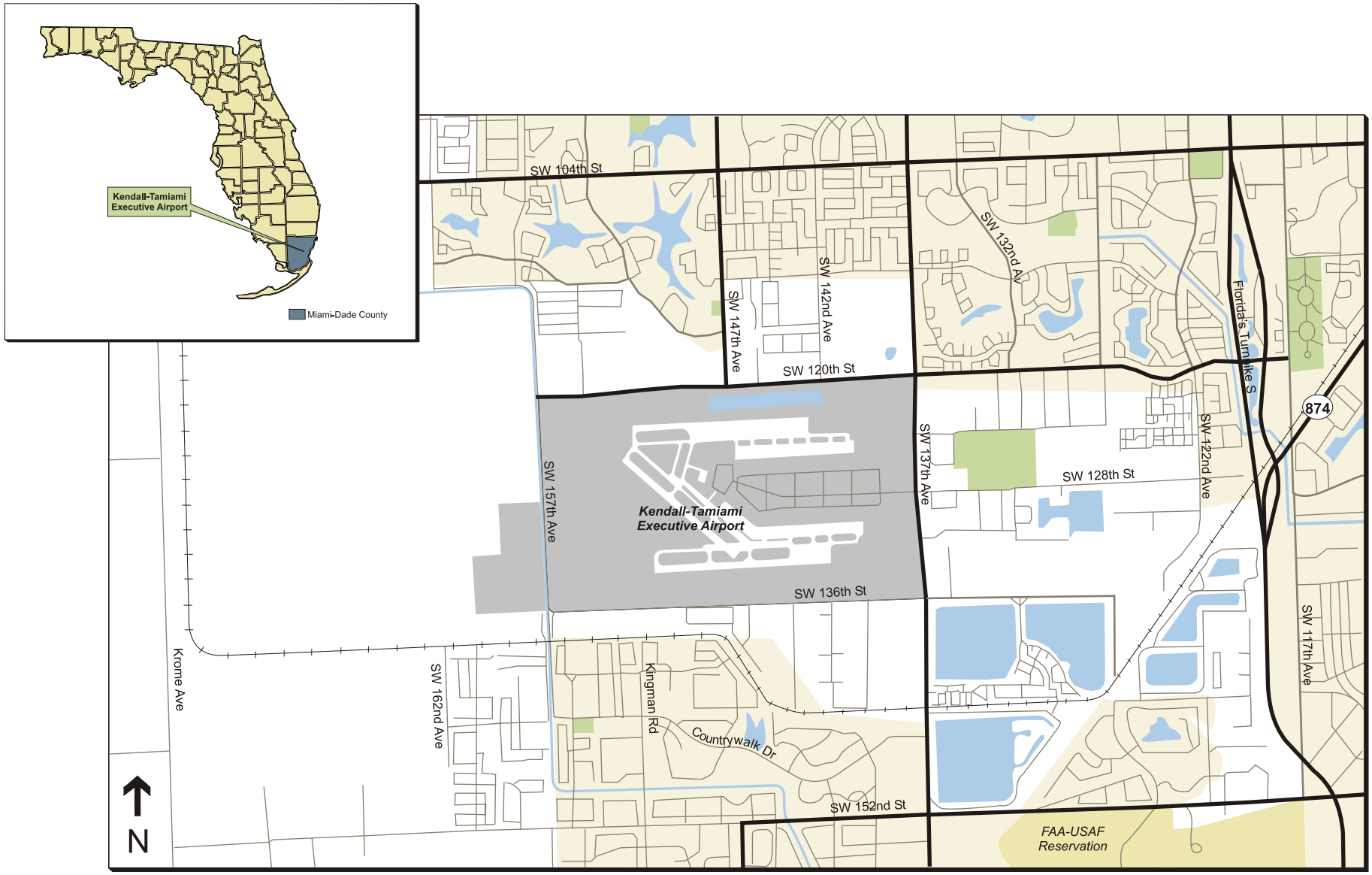
TMB, which is classified in the National Plan of Integrated Airport Systems (NPIAS) as a reliever airport for Miami International Airport, currently has three runways available for use. The runways are designated 9L-27R (5,001 feet in length), 9R-27L (5,002 feet) and 13-31(4,001 feet). Runway 9R-27L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



SOURCE: ESA Airports

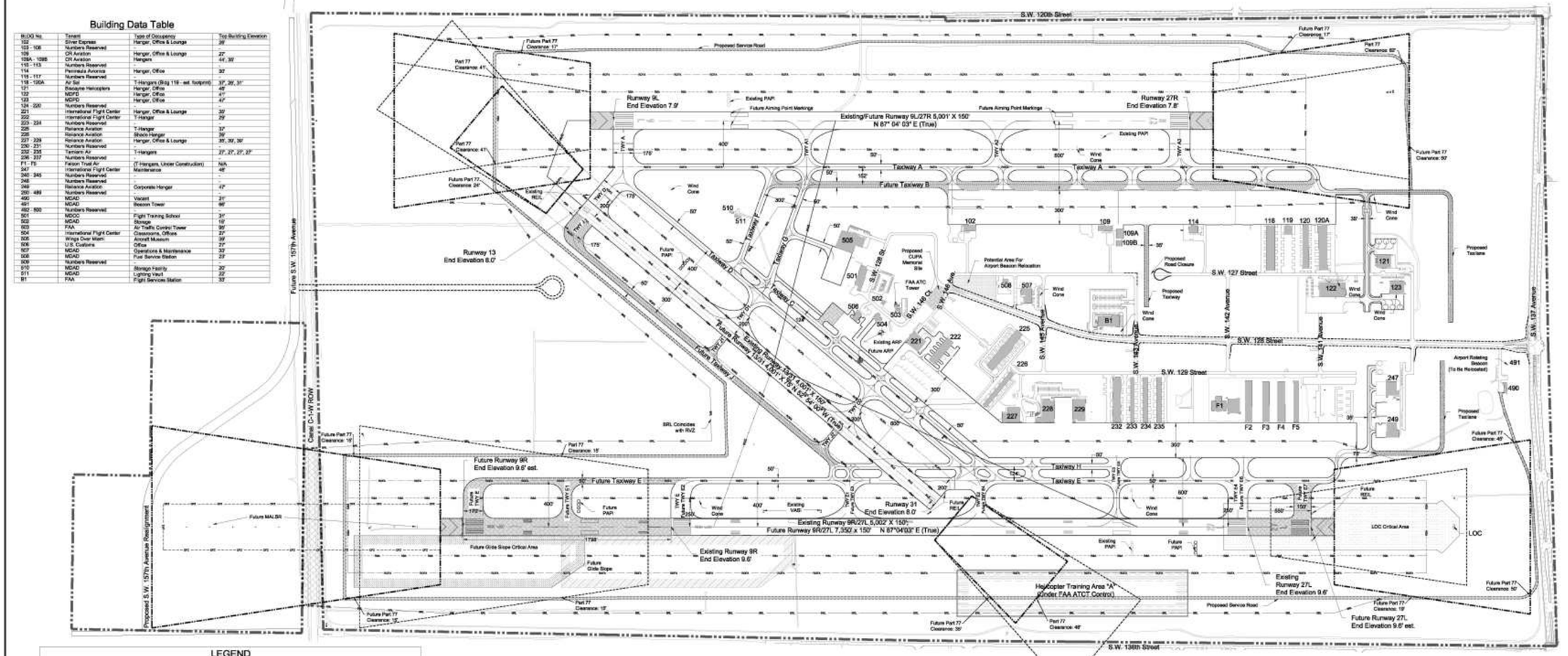
Kendall-Tamiami Executive Airport Environmental Assessment

Figure 1-1

Airport Vicinity Map

Building Data Table

BLDG No.	Tenant	Type of Occupancy	Top Building Elevation
102	Silver Express	Hangar, Office & Lounge	28'
103 - 108	Numbers Reserved	-	-
109	CR Aviation	Hangar, Office & Lounge	27'
109A - 109B	CR Aviation	Hangars	44', 39'
110 - 113	Numbers Reserved	-	-
114	Peninsula America	Hangar, Office	30'
115 - 117	Numbers Reserved	-	-
118 - 120A	Air Sol	T-Hangars (Bldg 118 - est. footprint)	33', 29', 31'
121	Biscayne Helicopters	Hangar, Office	48'
122	MDFD	Hangar, Office	41'
123	MDFD	Hangar, Office	43'
124 - 220	Numbers Reserved	-	-
221	International Flight Center	Hangar, Office & Lounge	30'
222	International Flight Center	T-Hangar	29'
223 - 224	Numbers Reserved	-	-
225	Reliance Aviation	T-Hangar	31'
226	Reliance Aviation	Shade Hangar	39'
227 - 229	Reliance Aviation	Hangar, Office & Lounge	35', 39', 39'
230 - 231	Numbers Reserved	-	-
232 - 235	Tamiami Air	T-Hangars	27', 27', 27', 27'
236 - 237	Numbers Reserved	-	-
F1 - F5	Falcon Trust Air	(T Hangars, Under Construction)	N/A
247	International Flight Center	Maintenance	48'
248 - 345	Numbers Reserved	-	-
248	Numbers Reserved	-	-
249	Reliance Aviation	Corporate Hangar	47'
250 - 489	Numbers Reserved	-	-
490	MDAD	Vacant	31'
491	MDAD	Beacon Tower	99'
492 - 500	Numbers Reserved	-	-
501	MDCC	Flight Training School	31'
502	MDAD	Storage	16'
503	FAA	Air Traffic Control Tower	95'
504	International Flight Center	Classrooms, Offices	21'
505	Wings Over Miami	Aircraft Museum	29'
506	U.S. Customs	Office	21'
507	MDAD	Operations & Maintenance	32'
508	MDAD	Fuel Service Station	23'
509	Numbers Reserved	-	-
510	MDAD	Storage Facility	20'
511	MDAD	Lighting Vault	22'
W1	FAA	Flight Services Station	53'



LEGEND

- Building Restriction Line (BRL)
- Property Line
- Runway Safety Area (RSA)
- Runway Visibility Zone (RVZ)
- Runway Object Free Area (ROFA)
- Obstacle Free Zone (OFZ)
- Existing Runway Protection Zone (RPZ)
- Future Runway Protection Zone (RPZ)
- Existing Building
- Existing Airfield Pavement
- Future Access Road Improvement
- 120 Building Number
- Near Term Facility Improvement (0-5 Year Improvement)
- Mid-Term Facility Improvement (5-10 Year Improvement)
- Long-Term Facility Improvement (10-20 Year Improvement)
- Potential Relocated Airport Beacon Location
- Existing Glide Slope Critical Area
- Future Glide Slope Critical Area
- Localizer Critical Area
- Future Avigation Easement
- Existing Airport Reference Point
- Future Airport Reference Point
- Helicopter Training Area

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA review takes approximately 60 days.

MODIFICATION TO FAA DESIGN STANDARDS

ITEM	STANDARD	COMMENTS	APPROVAL DATE
Separation distance between Taxiways C and D	Required to be 152 feet between centerlines	Separation is 124 feet. Proposed remedy is to request operational restriction. Simultaneous movements of aircraft with wingspan in excess of 95 feet shall be precluded on Taxiway C and D. **Note: This operational restriction is already in place at the airport.**	New Request.
Separation distance between Taxiways E and H	Required to be 152 feet between centerlines	Separation is 124 feet. Proposed remedy is to request operational restriction. Simultaneous movements of aircraft with wingspan in excess of 95 feet shall be precluded on Taxiway E and H. **Note: This operational restriction is already in place at the airport.**	New Request.

Notes:
1. All elevations are Mean Sea Level (MSL).
2. Refer to Sheet 2 (Data Sheet) for runway ends and ARC latitudes and longitudes.
3. This document was prepared for planning purposes only.
4. The Building Restriction Line (BRL) depicted on the ALP provides 35 feet of clearance under the applicable FAR part 77. The BRL encompasses the Runway Protection Zones (RPZ).
5. All coordinates are based on North American Datum 1983 (NAD 83).
6. No survey was included as part of the update of this drawing. All airport features have been digitized using aerial photography dated November 2003.
7. Future FAA NAVAIDS are shown for planning purposes only. When authorized, the FAA shall work with the sponsor in siting all future FAA facilities. Final locations may or may not conform to the illustrated locations.
8. No OFZ object penetrations.
9. No Threshold Siting object penetrations.

RICONDO & ASSOCIATES

N

MAGNETIC NORTH AS OF DECEMBER 31 OF THE ANNUAL AMENDMENT OF JANUARY 1, 2005 — TRUE NORTH

0 200 400 800

GRAPHICAL SCALE IN FEET
ALL DRAWING ELEVATIONS IN FEET

REVISIONS					
NO.	DATE	BY	DESCRIPTION	APP'D	NO.

APPROVED BY: Federal Aviation Administration — Date

APPROVED BY: Florida Department of Transportation — Date

APPROVED BY: Miami-Dade Aviation Department — Airport Manager — Date

MIAMI-DADE COUNTY
MIAMI-DADE AVIATION DEPARTMENT

PROJECT MGR:	D. RICKERSON
PLANNER:	D. RICKERSON
DRAWN BY:	W. SO
SCALE:	AS SHOWN
DATE:	December 9, 2004
CHECKED BY:	S. CARREAU

KENDALL-TAMIAMI EXECUTIVE AIRPORT

AIRPORT LAYOUT PLAN

REVISION DATE:	
PRINT DATE:	September 2005
DEPT. OF AIRPORTS NO.	
SHEET NO:	3 of 14

Source: Ricondo & Associates, September 2005

Kendall-Tamiami Executive Airport Environmental Assessment

Figure 1-2
Airport Layout Plan