

**NOISE ABATEMENT ADVISORY BOARD (NAAB)
MIAMI INTERNATIONAL AIRPORT (MIA)
AIRCRAFT NOISE AND ENVIRONMENTAL PLANNING / WILDLIFE CONTROL
5600 N.W. 36TH STREET, SUITE 533
WEDNESDAY, JANUARY 16, 2019
MEETING SUMMARY**

SIGN-IN SHEET ATTACHED

The Noise Abatement Advisory Board (NAAB) meeting was held at the Aircraft Noise and Environmental Planning Office, located at 5600 NW 36th Street, Suite 533 and called to order at 6:00 p.m. A total of six (6) members were present, thus a quorum was obtained.

WELCOME:

Mr. Rollason - Meeting called to order @ 6:18PM. Meeting was opened by welcoming and thanking all the Board Members for taking time to attend the meeting and recognizing the guest in attendance as well as the County Attorneys.

Mr. Hegedus - welcomed and introduced the two MDAD County Attorney's present.

REVIEW OF MEETING MINUTES:

Mr. Rollason - asked the Board members if they had any changes or deletions or corrections and none were made.

Mr. Howard - motions to approve the minutes.

Mr. Arce - Second the motion. (Motion passed).

Mr. Gilderman – voiced his views on the meeting minutes not reflecting everything that is on the recording from the last meeting.

Mr. Rollason – explained that the minutes are not verbatim, they are to reflect the actions and what was discussed during the meeting, that is what the recording is for.

Mr. Gilderman – stated he would like to see the minutes contain more information.

REVIEW OF ILLEGAL RUN-UPS:

Mr. Hegedus - informed the Board that there were no illegal runs to report.

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SUMMARY OF COMPLAINTS:

Review of noise complaints by the BOARD

OLD BUSINESS:

Mr. Rollason – opens up the subject of the Florida Metroplex project for discussion.

Mr. Hegedus – explained how the report was generated by the consultants

- Report used calm wind conditions.
- The purpose of the report is to graphically show the members of the NAAB the FAA Metroplex Team proposed Notional Design of the RNAV procedures for Miami International Airport (MIA).
- He also stated that he sent everyone a web-link for the Google KMZ files for everyone to be able to review.

Mr. Mazolla – gave a brief description on how the RNAV was chosen, as a means of understanding how to move forward. “We are moving in the right direction, but we need to do some tweaking”.

Mr. Hegedus – stated, he would be happy to explain what the members don't understand.

DISCUSSION

A brief discussion followed regarding the turns made by the aircrafts.

Mr. Helmstetter – focused on departures from runways 8L & 8R as they head north. Stating that the item should reflect the original intent and aircraft should fly over NW 29th street.

Mr. Hegedus – The original intent was for aircraft to fly straight out to the bay close to runway heading and staying south of State Road 112.

Mr. Helmstetter – the new protocol should reflect the original intent. Stating that the north turns should be a flyover vs a fly-by waypoints. Pointing to CSALT, he wants aircraft to fly over NW 29th Street and the aircraft to turn north utilizing the middle or center of Biscayne Bay.

Mr. Hegedus – stated that where the FAA located the current waypoint “CSALT” can't be a fly-over waypoint, because aircraft will start the turn to the north over

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the waypoint which could affect other residential areas of Miami Beach and the intent is to keep aircraft over the water.

Mr. Agostino – explained that RNAVs give pilots less flexibility.

Mr. Hegedus – The FAA has a system to test and see what needs to be done to make sure the turns are conducted correctly.

Mr. Mazolla – suggested a 90 day trial. Start with what the FAA has suggested and then see if it can be changed. Take another look after the trial.

Additional discussions continued about the project.

Mr. Gilderman - Brought up the subject of the letter the airport sent to the FAA.

Mr. Hegedus – The FAA did make a few adjustments to the waypoint waypoints as the letter suggested.

Mr. Agostino – Stated that the FAA asked for comments and then they stated that things were on hold.

Further discussion continued on with respect to the Aviation letter to the FAA.

Mr. Mazolla – expressed that they tried to get more information from the FAA.

Ms. Lee – stated that “we are still in the process of being able to get more feedback from the FAA.

Mr. Hegedus – The BOARD needed to agree on where they wanted these waypoints to be.

Mr. Agostino – in the recommendations to the FAA, we can ask for tweaks.

Further discussions continued with respect to the turns to the North.

Mr. Mazolla – stated we are spending too much time on one point. He suggested that Mr. Helmstetter and Mr. Gilderman get with Mr. Hegedus and come up with recommendations that can be presented at the next meeting to see if all can recommend it.

Further discussion and recommendations by Mr. Gilderman and Mr. Helmstetter continued.

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Mr. Rollason – Banking is what is giving the frequency problem. The banking is what is impacting the frequency to the north.

Mr. Gilderman – Miami Beach and Key Biscayne get complete relief, yet the Roads and Coconut Grove in Miami are getting affected.

Mr. Helmstetter – asked how the Metroplex approval process is handled?. Is the FAA needs County approval? How does it work?

Ms. Lee – According to the rules, they have to get comments and feedback from the communities they are going to affect.

1. Conduct a presentation to the NAAB.
2. Provide to the BCC a presentation. (at this time because of the government shutdown, the presentation to the BCC is on hold).
3. FAA will conduct Workshops prior the NEPA process.
4. The FAA will prepare a Draft Environmental Assessment (EA) and conduct Public meetings and request for comments.

Mr. Hegedus – stated he would provide everyone the deadlines as soon as he receives them. The FAA has a huge list of items they need to do such as meetings and workshops before the Draft EA is prepared and Public Meetings are held.

Mr. Rollason – had a discussion reference the FAA presentation to the BCC and recommended that the FAA Metroplex Team should return to the BCC after the workshops are conducted and our Commissioners had a chance to get feedback from their constituents.

Discussions on WEST Operations:

Mr. Hegedus – As long as there are calm conditions, we will continue to operate to the west during the nighttime hours.

Continued discussion on how to make the airlines follow the Noise Abatement Departure Profiles, NADP Advisory Circular for following procedures.

Following extensive conversations on procedures, motions were introduced.

MOTIONS:

Mr. Rollason – at this time the Board will entertain motions.

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Several motions were presented to the board for approval by Mr. Gilderman and Mr. Helmstetter (See attachment "A").

After all motions were entered and voted on, Mr. Hegedus asked the board on how they wanted to present them to the FAA.

Mr. Agostino – All the motions should be distributed to all the members to verify to make sure the language is correct.

Mr. Rollason – agreed and stated that Norman Hegedus can email the Motions to the NAAB members and the members can communicate back to Norman. Please do not communicate with each other as it would be a Sunshine violation. We all know the intent of each motion and if tweaking is needed that would be ok.

Discussion took place on how to send the motions to the members and get confirmation from each member.

Mr. Rollason – moved to the next item on the Agenda which was the Miami Herald article and ask all the members if they read the article and ask if there was any comments.

Mr. Mazolla – stated that the article created a considerable stir. He did not believe that members should be talking to the press and commenting on on-going projects unless they are identify as a spokesman for the BOARD.

Mr. Rollason – stated that is very common operations with committees, is for the Chair to make comments and when dealing with the commission is a protocol dealing with the press and it goes through the PIO. He cautions the members of the Board in comments that may be made as individuals that can reflect on the Board and the Commission and always should be considered.

Mr. Mazzola – made a motion that the members will not speak to the media and any comments will be referred to the Chair.

Mr. Rollason – recommended to table the Motion if the board is to take any action and send a request to the Ethics Commission and ask them to be absolutely sure.

The Motion was tabled and everyone voted in favor. Did not require a Secnd.

Mr. Rollason – made a Motion to refer the question to be sent to the Ethics Commission reference Board members speaking out on their own separately from representing the Board.

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Mr. Howard - Second the motion.

Discussion on the Motion took place by all the Board members.

Motion Passed unanimously.

Mr. Rollason – made a Motion that the Board advises the BCC that if the FAA Metroplex makes a presentation to the BCC prior to the Public Workshops that the BCC request from the presenter to return to the BCC to make a presentation again.

Mr. Howard - Second the motion.

Motion Passed unanimously.

Mr. Rollason – Public comments if any

No public comments from the two present from Bay Point HOA Representatives.

Date of next meeting is set for March 20, 2019.

Mr. Howard Motions to adjourn.

Mr. Arce Second the motion.

Motion Passed unanimously.

Meeting adjourned at 8:30PM.

IN ATTENDANCE:

BOARD MEMBERS:

Mr. Frank Rollason
Mr. Chris Mazzola
Mr. Donald Howard
Mr. Jorge Arce
Mr. George Helmstetter
Mr. Brian Gilderman

MDAD:

Mr. Hegedus
Mr. David Colas
Mr. Agostino
Ms. Hernandez
Mr. Ryan
Ms. Lee

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ATTACHMENT "A"

The following Motions were made by the members of the Noise Abatement Advisory Board for Miami International Airport during the January 16th, 2019 scheduled meeting:

MOTION made Mr. George Helmstetter:

- *To move Metroplex Departure RNAV Waypoint called CSALT as far south as possible while maintaining the flight path in the middle of the bay.*

Motion Second by Mr. Chris Mazzola.

Voted by all members and motion passed except one member Mr. Gilderman voted NO/opposed.

MOTION made Mr. Brian Gilderman:

- *All Miami International Airport (MIA) Metroplex RNAV departure route waypoints should be designed to require attainment of the highest altitude that each aircraft type can safely attain by the time they reach the first and second departure RNAV waypoints.*

Motion Second by Mr. George Helmstetter..

Voted by all members and motion passed unanimously.

MOTION made Mr. Brian Gilderman:

- *Move Metroplex Departure RNAV Waypoint "DEALZ" further West to the center of Biscayne Bay between Biscay Point / Normandy Isle and the mainland / Miami shores. The Departure RNAV Waypoint "DEALZ" should be changed from a Fly-By RNAV Waypoint to a Fly-Over RNAV Waypoint.*

Motion Second by Mr. George Helmstetter.

Voted by all members and motion passed unanimously.

MOTION made Mr. Brian Gilderman:

- *Move Metroplex Departure RNAV Waypoint "KBOLA" one (1) mile south in order to have aircraft fly over the Virginia Key Island (south of Fisher Island) and over non-populated areas.*

Motion Second by Mr. Frank Rollason.

Voted by all members and motion passed unanimously.
