

NOISE ABATEMENT ADVISORY BOARD (NAAB)
MIAMI INTERNATIONAL AIRPORT (MIA)
AIRCRAFT NOISE AND ENVIRONMENTAL PLANNING / WILDLIFE CONTROL
5600 NW 36TH STREET, SUITE 533
WEDNESDAY, MAY 8TH, 2024
MEETING SUMMARY

MEETING WAS HELD AT THE MIAMI INTERNATIONAL AIRPORT AUDITORIUM IN CONOURSE "D", 4TH FLOOR.

SIGN-IN SHEET ATTACHED

The Noise Abatement Advisory Board (NAAB) held a meeting at Miami International Airport (MIA) in Concourse "D" Auditorium, 4th Floor. The meeting was called to order at 1818 hours (L) and a total of (6) members out of (9) were physically present; thus, a quorum was obtained.

INTRODUCTION

Mr. Rollason: Welcomes and calls the meeting to order.

Mr. Kinnebrew: Welcomes everyone to the meeting, takes roll of all members present and advises the chair that they have quorum.

REASONABLE OPPORTUNITY FOR PUBLIC TO BE HEARD

Mr. Rollason: If we have anyone from the public that would like to speak.

Residents from Shenandoah and other areas expressed concerns about increased airplane noise and its impact on their quality of life. They noted that the noise has worsened over the past two years, affecting their ability to enjoy outdoor activities and sleep. The board discussed the FAA's Metroplex project, which narrowed flight paths, leading to more concentrated noise. They also considered motions to change noise measurement methods and to investigate air pollution from flights. The FAA's primary focus is on safety and efficiency, and the board was advised to engage with federal representatives for potential solutions. The meeting concluded with a call for public involvement to influence policy changes.

- **Alex Lanier**, introduces himself and mentions the increasing problem of airplane noise in his neighborhood, affecting property values and quality of life.
- **Isabelle Russo**, echoes Alex's concerns, noting the noise has worsened over the past two years and impacts her ability to enjoy outdoor activities with her child.
- **Nicole Mercia** also confirms the negative impact of airplane noise on her family's quality of life, particularly during sleep.

The residents express their hope for a solution to the noise problem, emphasizing its significant impact on their daily lives.

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APPROVAL OF AGENDA FOR TONIGHT'S MEETING

Mr. Rollason calls for the approval of the agenda, which is moved by David Wilson and seconded by Larry Schweiger.

MOTION UNANIMOUSLY PASSED.

APPROVAL OF MINUTES FROM PREVIOUS MEETINGS

Mr. Rollason calls for the approval of minutes from the previous meeting on February 28th, which is moved by David Wilson and seconded by Larry Schweiger.

MOTION PASSED. Board Member Helmstetter Abstained.

REVIEW OF ILLEGAL RUN-UPS

Mr. Rollason: Joseph, any illegal run-ups?

Mr. Kinnebrew: Notes that there have been no illegal runups since the last meeting.

Mr. Rollason: No action required.

SUMMARY OF NOISE COMPLAINTS

Mr. Rollason: Any discussion of the summary?

Mr. Rollason: No action required.

OLD BUSINESS

Mr. Rollason: The board moves on to old business, discussing motions made by board member Gilderman in the last meeting.

Discussion on Aircraft Noise and Metroplex Project

Mr. Jackson (FAA) reports on the motions regarding the CSALT move, explaining that the FAA has already provided a response denying the request.

The FAA's explanation includes the safety and efficiency considerations for the current departure procedures, which prevent aircraft from turning east over the ocean.

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Mr. Jackson (FAA) reads a detailed response from the FAA, explaining the rationale behind the current flight paths and the challenges of changing them.

The board discusses the implications of the FAA's response and the limitations in modifying the flight paths.

NEW BUSINESS

Mr. Wilson introduces a motion to recommend the county use fixed sound measurement points under flight paths instead of traveling vehicles.

The motion is seconded by Brian Gilderman, and the board discusses the feasibility and accuracy of the current noise measurement system.

MOTION IS VOTED DOWN

Mr. Kinnebrew explains the current noise contour mapping process, which involves data from the airport noise monitoring system and acoustic contractors.

The board considers the potential for increased accuracy with fixed sound measurements and the challenges of implementing such a system.

Mr. Wilson questions the accuracy of the current noise contour maps and the impact of increased flight capacity on noise levels.

Mr. Jackson (FAA) clarifies that the FAA's primary concern is safety and efficiency, and noise contours are based on average decibel levels.

The board discusses the potential for changes in noise contours and the FAA's response to significant increases in noise levels.

Mr. Wilson raises concerns about the lack of penalties for airlines with loud aircraft and the need for more stringent regulations.

Mr. Wilson proposes a motion for the county attorney to advise on the feasibility of imposing fines for airlines exceeding noise limits.

The board discusses the legal and practical challenges of implementing such an ordinance and the potential impact on airline operations.

Mr. Billman mentions a Part 150 program in Minneapolis that provides funds for homeowners in high-noise areas to upgrade their homes.

The board considers the potential for similar programs in Miami and the need for public involvement in advocating for noise regulations.

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Mr. Wilson introduces a motion to conduct a study into pollution affecting people under flight paths, with regards to the effects of Metroplex, with the tightening of corridors, as well as significant increase in the number of flights

The motion is seconded by Brian Gilderman

MOTION UNANIMOUSLY PASSED.

Mr. Wilson introduces a motion that the county attempt to freeze flight growth by ceasing Mia promotion to the aviation industry and any other initiatives towards Mia flight or total gates expansion in order to increase the quality of life for the 1000s and 1000s of residents whose lives are worsened by the increased traffic, and also because it is simply better economic policy at this point in time.

No second

MOTION DIES

ADDITIONAL PUBLIC COMMENTS AND RESPONSE

Isabel Russo, my address is 1691 southwest 16th Street. Earlier somebody mentioned that in Minnesota, or somewhere like that, that the city tried to do something to compensate the people that live around the airport. We're in Miami. I don't know how much, for example, a motion like that would help, even because we live outside a lot, and you can't put impact windows around your garden. However, I know that we're also a city that's trying to become a world class city, inviting everybody to come live here, to move from California, New York, et cetera. And I do know, because I lived in the Northeast for many years of my life, that citizens from these towns have a voice, and their concerns, you know, are listened to. Quality of life is very important. So, the same way that we are welcome, welcoming them here, I feel like if we're not able to do or we can't do what they did in Minnesota, but maybe it's something else. Maybe it's something else to address, you know, the noise and how it increases anxiety in people. Our city of Shenandoah is literally 10 minutes from Brickell, the financial center of Miami. A lot of these people will be moving to these areas the same way they came in with their money, their jobs and their businesses. I feel like we need to be able to be a world class city that says, okay, we care about how our citizens live. It's not just welcoming them, you know, taking all these investments and then saying, Oh well, you know, like, we don't care if you're being woken up at two, 3am and again, maybe certain things work for certain cities that may not work in Miami for you mentioned earlier, because there's people with illegal additions and the like, but maybe there are other things that but we need to keep trying. And as a citizen, I feel like that will be what puts those kinds of things from Miami as a world class city where people are, you know, happy to live. So, thank you.

Mr. Rollason responds this an advisory board to the county commission on noise from the airport. Okay, we send them suggestions, like motions to pass, and sometimes they act on them. Sometimes they ignore them.

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Sometimes we never hear anything back from them because it wasn't high enough on their priority list. That's just the way government works. But at the commission meetings, both in the city of Miami and in the county, they have a period of time at the beginning of the meeting, just like we had here for the public to speak, and to me, the types of issues that you bring up, quality of life, which are important to elected officials that are not hearing this at their meetings. So, we will send the motions that have passed here to the County Commission, which is one, and the chair of that commission, who we address it to decides whether to pass that to the other Commissioners and whether they want to bring it up in a meeting and discuss it, or whatever. The pressure that comes for them to respond comes from the public. And so, if a group of people were to take the time to go and they have this first thing in the first thing in the morning, they got to have this area so that people could come and speak and not have to sit at a commission meeting all day long to be able to say something. And if groups of people begin to show up that are concerned about the noise of what's going on. It gets their attention a lot more so than what we send from here as an advisory board. That's just a fact of life. So, you really have two venues that you have a city and the Commission, because many of the people that are having a problem are strictly in the county. They have no municipal government. So, you have a city commissioner that you can go see, that has regular hours that you can go and talk to, and then there are meetings with the county. There are also county commissioners that you can go see. And I just suggest to you that you look at that avenue with groups of people that go because it makes a difference.

Alex Lanier, appreciate that. Yeah, I think that's good point. We'll definitely try that avenue as well. Just two things. Just want to reiterate, sorry, just want to reiterate how bad it's gotten. We didn't come here just, you know, just because we've been living near, you know, a few miles on the airport, it's normal to have some noise, like, I just want you guys to realize how bad it is. It's not just us, it's a lot of, I mean, hundreds, and I want to say 1000s, of our neighbors, and really everything. I mean, we know where the flight path is. It's southeast of the airport. It's like a straight shot. You gotta hit Brickell Bay Heights and North Coconut Grove, the roads East Shendoah, Flagami, and then the airport. I mean, it is so loud and so many people on Nextdoor and Facebook are talking about it, and I've been in the neighborhood for eight years. It's definitely a significant change in the past two years. So I thank you for listening. But just want you guys to know we're not just trying to be a pain in the ass, like it's a real concern. It's a serious concern. The number two is, and put yourself in our shoes, and I really appreciate Mr. Wilson, like, what would you guys do? I mean, what could what motions can be made? What devices can we do to measure, to get the FAA to understand where we're coming from? You know? What else could be done? I mean, that's kind of question. Just want to open up to you guys, what would you do if you were in our shoes.

Mr. Rollason: All of us that sit here are in your shoes, the flights don't all go your way. They're going west. They're going east, they're going over Miami Beach. I mean, these gentlemen are here in Bay Point. They're in the same boat. And since the Metroplex, when you say the last two years, went into effect, these corridors have been narrowed through a study with the FAA, primarily for safety of air flight because of how crowded the skies are. And as was mentioned by the FAA representative, how much altitude they can get to because of incoming flights, they got to stay below those. And if you go on and Google the flights that are over, just not Miami international Airport, but all the international flights, all the flights that are coming from the other airports around, plus the flights that are flying over, going from New York or wherever, and you look at that matrix on

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the screen, you'll see there's a lot of planes up there, and that's what the FAA is dealing with, because they don't want planes colliding and falling out of the sky. And so, what has happened with this new program that they have is we've had this impact of the flights going into certain pathways a lot narrower, not lower, but narrower. And the other thing that happened, which happened before this went into effect, is the airlines got together, and they started banking their flights to go in certain periods of time so that they can have fuller planes and use less fuel. So, what's happening is, is that in the morning hours and in the early evening hours, up to nine o'clock, it starts around 430 -5 o'clock till about nine o'clock, there's one right after another, as fast as they can push them out because they're not flying all those flights at two in the afternoon and 330 and all that because it's not economically feasible for them to do that. So, the occurrence of the flights is more frequent.

Mr. Kinnebrew: Can I add something Sure? So being part of the Noise Abatement Department for Miami International, so you guys live in an area where there is a standard instrument department that shuts down, supposed to shut down at 11pm every night, from 11pm to 6am. If you get traffic, and when I say after 11, if it's 1110, they have these IFR hold times, so you might get an aircraft that departs after 11 that already has that route. So, they're going to be over your house, maybe at 1105, or, you know, whatever the case is, within reason. Now if you start getting flights at 1130 and after, email me. I'll give you guys the email address after the meeting. All we need is a time so I can correlate that flight, and I can send it off to the ATC tower over at Miami, and have them investigate and advise what was the reason for this?

The board discusses the limitations of their role and the need for broader public engagement to influence policy changes.

Mr. Gilderman advises the residents to seek involvement from federal representatives to address the noise issue, emphasizing the need for political pressure.

Mr. Wilson reflects on the challenges of passing motions and the importance of public involvement in advocating for noise regulations.

The board acknowledges the limitations of their role and the need for continued public engagement to address the noise problem.

The meeting is adjourned with a motion from David Wilson, seconded by Brian Gilderman and the board agrees to reconvene once they have more information from the county attorney and DERM.

ADJOURNMENT

Mr. Rollason: I will entertain a motion to adjourn.

Mr. Wilson: Motion to adjourn.

Mr. Gilderman: Second.

MOTION UNANIMOUSLY PASSED.

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IN ATTENDANCE:

Board Members:

Billman, James
Gilderman, Brian
Helmstetter, George
Rollason, Frank
Schweiger, Larry
Wilson, David

MDAD:

Beckles, Lionel
Kinnebrew, Joseph
Plant, Jeffrey
Zagare, Ryan

FAA:

Shane Jackson