

**NOISE ABATEMENT ADVISORY BOARD (NAAB)
MIAMI INTERNATIONAL AIRPORT (MIA)
AIRCRAFT NOISE AND ENVIRONMENTAL PLANNING / WILDLIFE CONTROL
5600 N.W. 36TH STREET, SUITE 533
WEDNESDAY, MAY 16, 2018
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 opened the meeting by welcoming the Board Members, FAA Representatives and all residents for taking time in participating in the meeting, and requested from everyone present to introduce themselves for the record.

REVIEW OF MEETING MINUTES:

Mr. Hegedus requested from the Board members for changes or deletions or corrections to the last meeting minutes and none were made.

Mr. Rollason makes the motion to approve the January 17th, 2018 meeting minutes.

Mr. Arce moves the motion.

Mr. Howard Seconds the motion. (Motion passed).

REVIEW OF ILLEGAL RUN-UPS:

Mr. Hegedus informed the members of the Board that there was one illegal run up. (Mr. Douglas Bu ABX violation written for unauthorized Run-Up).

SUMMARY OF COMPLAINTS:

Mr. Rollason stated the last month's complaint count was missing from the report.

OLD BUSINESS:

Mr. Rollason requested to jump straight to the Metroplex briefing which was the main topic and reason for the meeting.

Norman Hegedus welcomes the Mr. Mark Phipps, FAA Metroplex Program for MIA, Mr. Pearlis Johnson, FAA Deputy Regional Administrator for the Southern Region and Mr. Bob Hildebidle, MIA FAA Air Traffic Tower Manager.

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Mr. Arce made the suggestion for everyone in the room to introduce themselves and it was agreed that it was a great idea. (Please see attached sign-in sheet).

Mr. Hegedus advises Mr. Mark Phipps (FAA Metroplex Project Manager) that the floor is his and he may proceed to provide his briefing to the members of the NAAB and all present.

Mr. Phipps thanked everyone and provided an overview of what has been happening with the Metroplex Project for the past 1½ years, the large area that the project covers which is a large area from San Juan P.R. to Jacksonville FL. He explained that whenever you have procedures and you are making changes below 10,000 feet then there is a huge environmental cost that becomes part of the project and community outreach because noise issues and environmental issues. He explained that the Metroplex project from the ground gives the best chance to make changes to positively impact the communities. He stated that the Metroplex team will be wrapping up the design sometime in September 2018 and during that time frame is when they will be able to bring the procedures back to show to the airport and start getting feedback to the design team to identify and resolve the issues successfully and to obtain a maximum benefit to the communities. He stated the target date is September 2020 for implementation and fine tuning taking place during the following year. Said the FAA looks forward to working with the public to take into account the needs of the communities, they will be holding meetings with residents in the affected communities looking for input and ideas to identify existing issues.

Mr. Rollason asked about the bargaining unit and if the procedures had to be negotiated and who is the bargaining unit that Mr. Phipps made reference.

Mr. Phipps The bargaining unit is the National Air Traffic Controller Association Union which are a voting member of the Metroplex project team, and if there are any disagreements the FAA has a mechanism (MOU) to negotiate a resolution but in the past 9 years they never had to use it.

Mr. Mazzola said that the relationship between the Board and the FAA has never been better and that he feels that together a resolution is very likely. He also stated that the FAA Air Traffic Controllers should not be referred to as the Bargaining Unit because it suggests that the group is adversarial which has never been the case at Miami and the term should not be used.

Mr. Phipps agrees and wants to continue the great relationship that the NAAB Board has had with the FAA.

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Mr. Rollason asked for clarification on the Metroplex time lime.

Mr. Phipps stated as follws:

- September 2018 the design phase for all the procedures should be completed.
- By November 2018 the implementation of procedures above 10,000 ft.
- By year 2020 the implementation of the procedures below 10,000 ft.

Mr. Rollason can someone from the FAA tells us what types of things the community can anticipate or what can be addressed, what kind of relief can be expected.

Mr. Phipps we (FAA) need to follow the established FAA guide lines when making procedural changes, but anything said here or anything we hear from the communities will be taken to back for consideration, also once the Design Team has completed the design there will be community meetings to gather comments and information from all of the communities.

Mr. Rollason is there any consideration in Metroplex to activate or reactivate the PAR 150 program to help residents make home improvements to mitigate noise.

Mr. Phipps it does not, but the program still exists and there are some airports in the State that recently started PAR 150 programs so still happens.

Mr. Rollason yes we have looked into it before but the regulations make it very difficult to implement, because the restrictions to homeowners are almost impossible to meet.

Mr. Pearlis Johnson (FAA) said that is a conversation that the NAAB Board needs to have with the Airport Director.

Mr. Rollason asks Mr. Hegedus if could look into the Par 150 Program again.

Mr. Hegedus made the reminder that a PART 150 is only for residents in close proximity to the airport inside the 65 DNL Noise Contours.

Mr. Gilderman asks if MIA could dictate the procedures like John Wayne Airport in California.

Mr. Hegedus no, airports like John Wayne are allowed because they were grandfathered in before the 1990's Noise Regulations.

A discussion between Board Members, the FAA and Residents ensued in which the residents aired their concerns, the residents felt that the Aviation Department and or the FAA ATCT were not enforcing their own policies, and they do not understand why such

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a high percentage of departures are turning early and low, thus the Aviation Department or the FAA ATCT seem to be either unaware or looking the other way since radars are tracking these flights and the complaint letters they receive contain that information but still nothing is being done, and that during the 6 month test when the departures were on a 95 degree departure heading there were no problems, so we do have a resolution already. If its known that the magnetic declination is the probable cause then a change to the 95 degree heading would not adversely affect operations, but in fact it would correct departures and place those departing aircrafts in the place where today's policies say they should be and maintain 15 degrees of separation. The problem the Aviation Dept. and the FAA are having is that making changes to departure headings we are not as easy as they look; the FAA was only allowed to test it for 180 days, and the regulations state that if during the test any impacts are identified we need to stop the test and perform an Environmental Assessment if MDAD and the FAA wants to keep the new heading, and we did identify that while performing the 95 degree heading test the areas north of Julia Tuttle Causeway did not have the noise issues discussed today, and that's where we are at this point with the implementation of the MetroPlex Plan going forward.

Mr. Mazzola explained the time and work it took to make changes to west bound departures, and that the proses need to proceed forward, and counseled patience, he complemented residents for their time interest and participation, and invited them to join the Noise Abatement Advisory Board.

Mr. Hegedus mentioned that we have seen an increase in Noise Complaints since the beginning of the year and expects the trend to continue until the heading issue is resolved.

He also discussed the mandatory Sexual Harassment Training and also informed Board Members regarding the approval of the Sunset review.

SUMMARY OF COMPLAINTS:

Mr. Hegedus gave a brief summary of the Noise Complaints received since the last meeting held on January 2018.

No Questions reference Noise Complaints.

Discussion was made reference a memo from the County Attorney with regards to Sexual Harassment training and Norman Hegedus will advise the members of the Noise Abatement Advisory Board.

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Source of Income Statement was distributed and Mr. Rollason mentioned that the wrong form was included in the package (the 2016) and to make sure that the members used the 2017 form.

Next Board Meeting: All NAAB members discussed the next meeting date in which it was addressed that if the Metroplex design is scheduled to be completed sometime in September, the next meeting should take place at the end of September or during October 2018. It was decided by the NAAB members that the next meeting would take place on Wednesday October 17, 2018 and if the FAA provides the information before the October 17, 2018 meeting that the NAAB could meet earlier, or if MDAD did not received anything before the October 17, 2018 meeting that it could be postponed until a response is received..

Mr. Arce Motions to adjourn meeting
All members second
Motion passes. Meeting adjourned at 19:30.

IN ATTENDANCE:

BOARD MEMBERS:

Mr. Frank Rollason
Mr. Chris Mazzola
Mr. Donald Howard
Mr. Jorge Arce
Mr. Robert Davis
Mr. Brian Gilderman

MDAD:

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

FAA

Mr. Bod Hildebidle
Mr. Bill Kisseadoo
Mr. Adam Matos
Mr. Pearlis Jonhson
Mr. Mark Phipps



**MIAMI-DADE AVIATION DEPARTMENT
AIRCRAFT NOISE & ENVIRONMENTAL PLANNING
NOISE ABATEMENT ADVISORY BOARD "NAAB"**



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AA

CAPT. BEACH, Brian	AA - Chief Pilot		
CAPT. SCIALFA, Sean	AA - Chief Pilot		

GUESTS / AIRLINE / FAA / CONSULTANTS

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