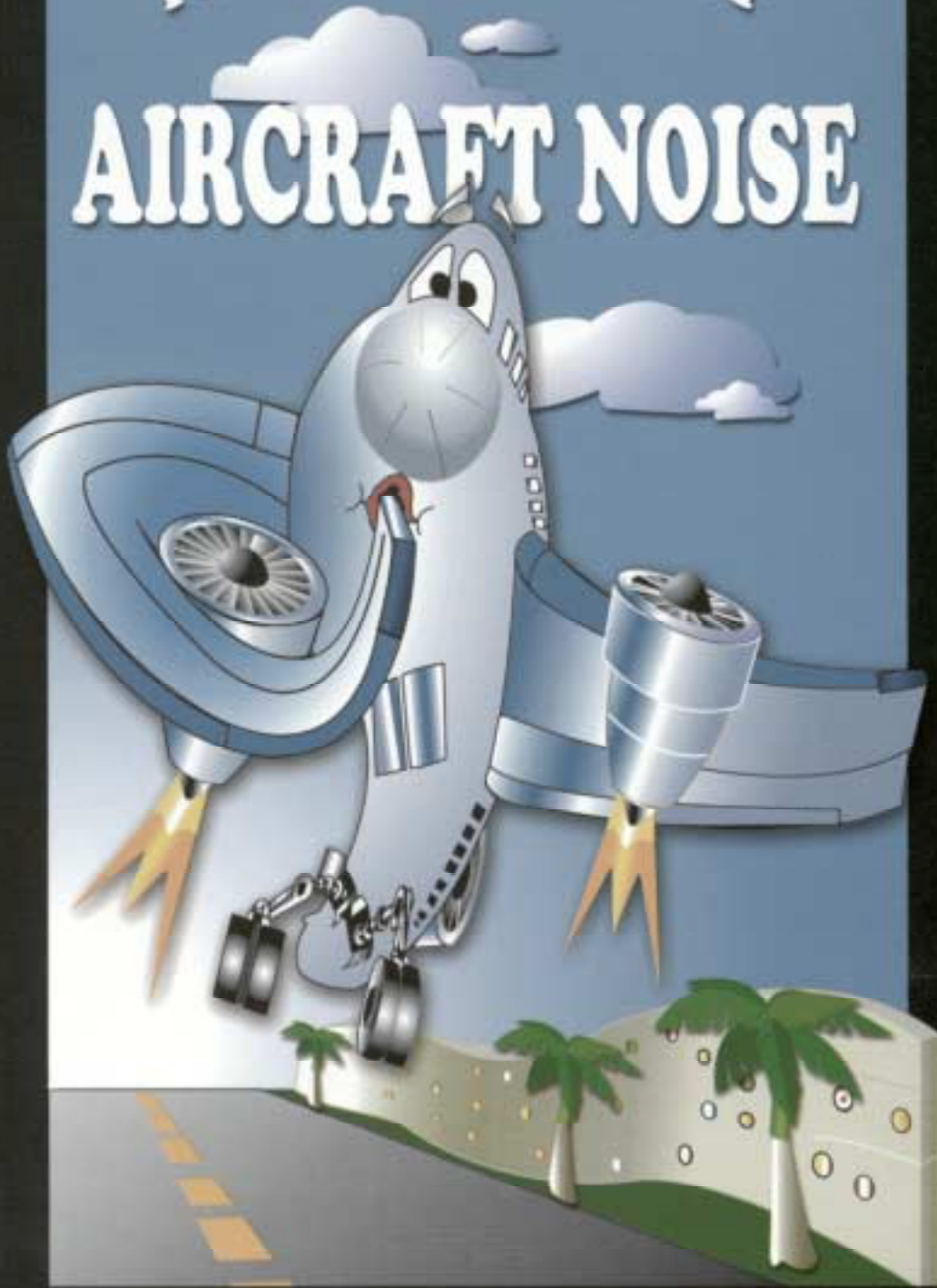
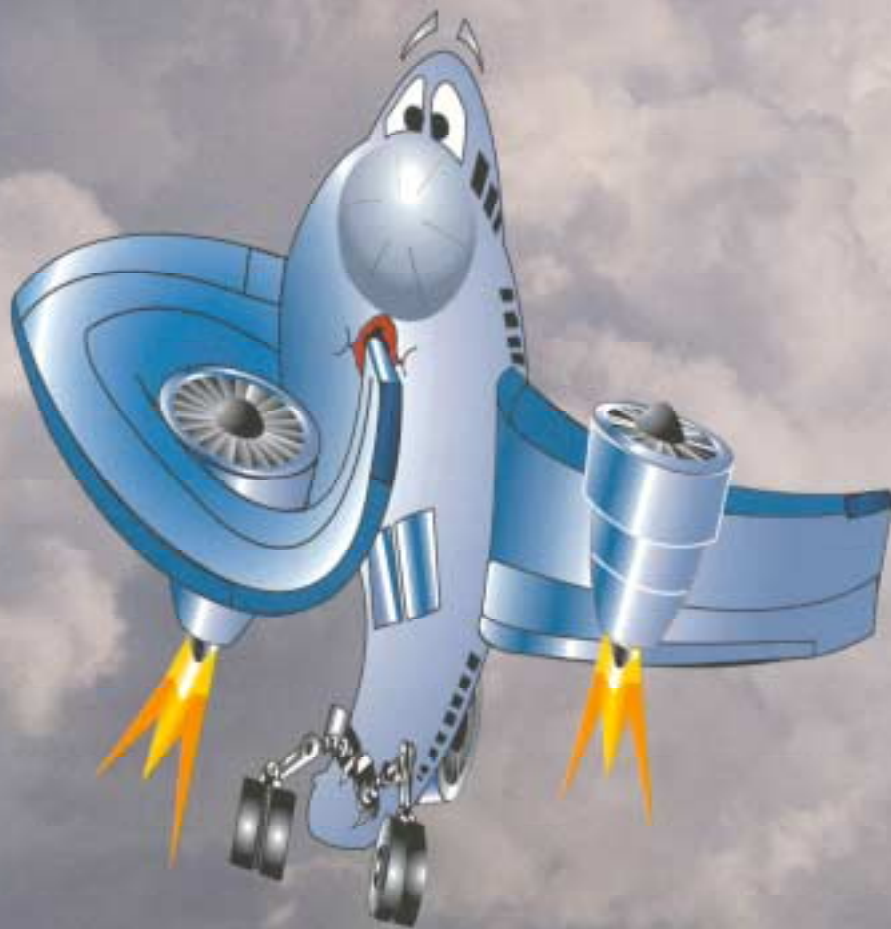


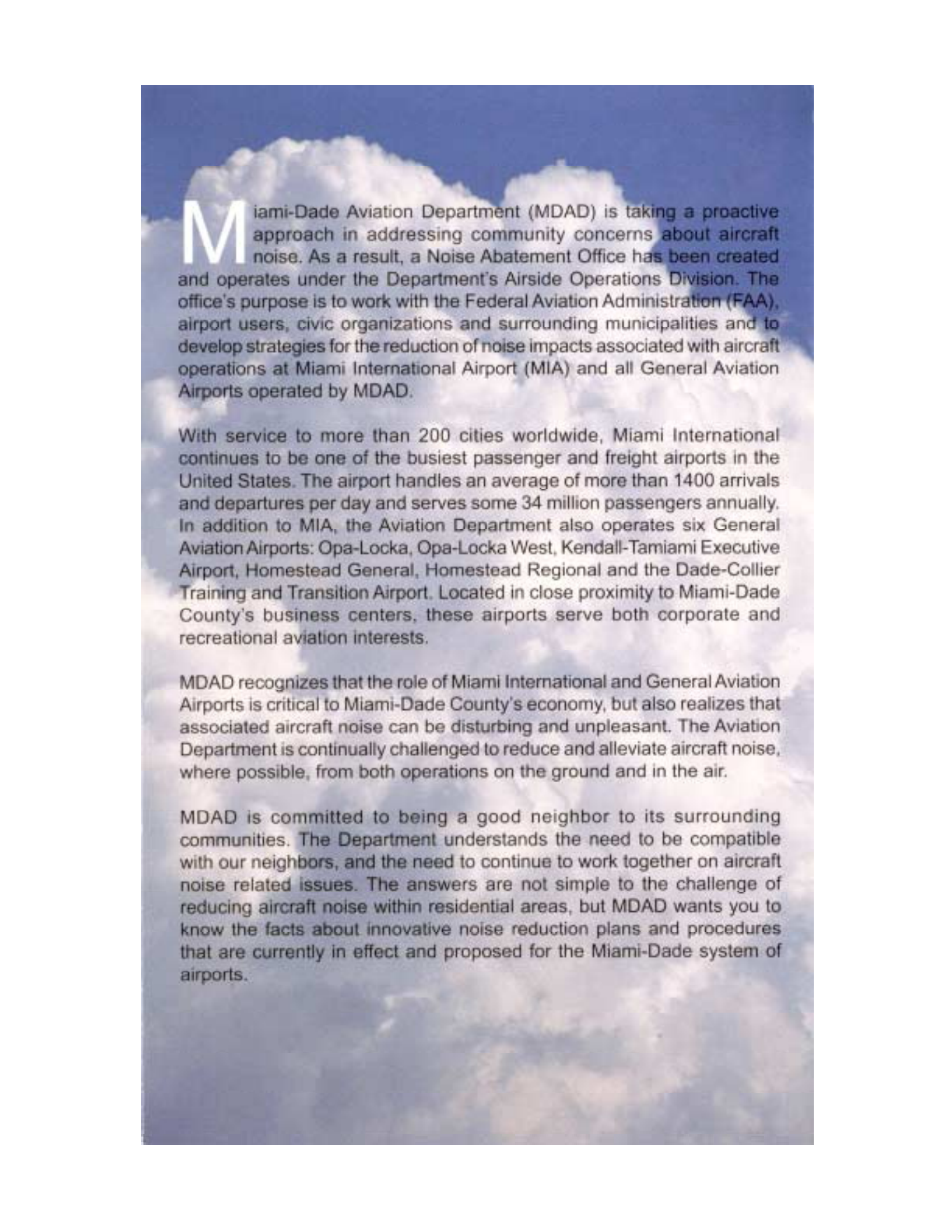
PLANE FACTS ABOUT

AIRCRAFT NOISE



Miami International Airport is committed to being a good neighbor to the communities which surround it. The Miami-Dade Aviation Department wants you to know the facts about its innovative aircraft noise reduction efforts that are currently in effect.





Miami-Dade Aviation Department (MDAD) is taking a proactive approach in addressing community concerns about aircraft noise. As a result, a Noise Abatement Office has been created and operates under the Department's Airside Operations Division. The office's purpose is to work with the Federal Aviation Administration (FAA), airport users, civic organizations and surrounding municipalities and to develop strategies for the reduction of noise impacts associated with aircraft operations at Miami International Airport (MIA) and all General Aviation Airports operated by MDAD.

With service to more than 200 cities worldwide, Miami International continues to be one of the busiest passenger and freight airports in the United States. The airport handles an average of more than 1400 arrivals and departures per day and serves some 34 million passengers annually. In addition to MIA, the Aviation Department also operates six General Aviation Airports: Opa-Locka, Opa-Locka West, Kendall-Tamiami Executive Airport, Homestead General, Homestead Regional and the Dade-Collier Training and Transition Airport. Located in close proximity to Miami-Dade County's business centers, these airports serve both corporate and recreational aviation interests.

MDAD recognizes that the role of Miami International and General Aviation Airports is critical to Miami-Dade County's economy, but also realizes that associated aircraft noise can be disturbing and unpleasant. The Aviation Department is continually challenged to reduce and alleviate aircraft noise, where possible, from both operations on the ground and in the air.

MDAD is committed to being a good neighbor to its surrounding communities. The Department understands the need to be compatible with our neighbors, and the need to continue to work together on aircraft noise related issues. The answers are not simple to the challenge of reducing aircraft noise within residential areas, but MDAD wants you to know the facts about innovative noise reduction plans and procedures that are currently in effect and proposed for the Miami-Dade system of airports.

THE FEDERAL AVIATION ADMINISTRATION, MDAD & NOISE CONTROL



The Federal Aviation Administration is responsible for the safe and efficient movement of aircraft into and out of an airport. Occasionally, existing arrival and departure procedures need to be modified, eliminated or replaced due to their noise impact on a community. The responsibility to bring this problem to the attention of the FAA and to demonstrate that the proposed solution will not adversely impact another area rests with MDAD. If the procedure changes submitted to the FAA by MDAD are approved, it is the responsibility of the FAA to implement and enforce the new procedures. Cooperation, and a good working relationship, between the FAA and MDAD on noise abatement issues at Miami International and all General Aviation Airports, is essential to reducing off-airport noise impacts.

MDAD'S COMPREHENSIVE NOISE PROGRAM



The primary goal of the MDAD Noise Abatement Office is to establish programs and procedures aimed at reducing or alleviating aircraft noise within residential areas. The Aviation Department reduces noise by developing, in conjunction with the FAA, operational policies and procedures designed to decrease noise impacts from approaching and departing aircraft. In partnership with the Board of County Commissioners, MDAD develops compatible land use plans for areas adjacent to all County operated airports. Additionally, in cooperation with Federal laws such as the Airport Noise and Capacity Act, MDAD works with airlines to encourage the use of new technology, such as the use of engine hush-kits and new generation Stage III aircraft, which are designed to lessen the impact of aircraft noise on neighboring communities.

By working closely with communities, MDAD has identified problems and is working with communities to resolve aircraft noise related problems. However, it is important to realize that in many cases changes can't be made overnight by MDAD or the Board of County Commissioners and that the final determination on most operational requests are made by the FAA.



NOISE ABATEMENT PROCEDURES AT MIA



The Aviation Department has carefully developed noise control and operational guidelines for operators of commercial air carriers and commuter aircraft at Miami International. These procedures have been sent to all operators along with a request from MDAD to comply with procedures and to "Fly Neighborly".

Air Carrier (Jet) Departure Procedures

MDAD is constantly evaluating new arrival and departure procedures at MIA. The purpose of these exercises is to try to lessen the noise exposure on residential areas of Miami-Dade County. In the past, MDAD has had several procedural changes approved by the FAA and many more are under consideration.

Commuter Departure Procedures

As with the Air Carrier (Jet) Departure Procedures, the Commuter Departure Procedures were developed specifically for users of Miami International. These procedures were designed to move aircraft quickly off the runways to minimize delay and to direct aircraft over points which minimize the overflight of residential areas.

Chartered Visual Approach Procedures

MDAD has FAA approval to have operators fly Chartered Visual Approaches under westflow conditions for all runways. This procedure requires commercial aircraft to normally fly higher over communities east of MIA on approach to landing.

Run-Up Procedures



MDAD also maintains restrictions on engine maintenance run-up procedures at MIA. The Aviation Department currently maintains an area on the airfield where run-ups are permitted. Located at this area is a midfield blast fence using state-of-the-art sound-suppressant materials which are designed to

significantly decrease noise created by engine maintenance run-ups. Operations at this area are determined by time-of-day (normally run-ups are permitted during daylight hours only, unless permission is otherwise granted by the Aviation Department). MDAD's Airside Operations Division is charged with enforcing the run-up procedures. Violation of these procedures are dealt with according to the severity of the violation.

Runway Use Program

The FAA, in conjunction with MDAD, assigns preferential use to MIA's three runways. The purpose is to minimize noise impacts associated with arrivals and departures on residential areas as much as possible. By the Year 2002, Miami International will have a fourth runway to help alleviate the operational impact of aircraft traffic during peak hours on the current three runways. This runway, to be located just north of runway 9L/27R, will be mainly used for aircraft arrivals and will not increase the noise levels to the surrounding communities.



NOISE MONITORING AND FLIGHT TRACKING PROGRAM

Miami-Dade Aviation Department has acquired the latest in technology to determine noise impacts on residential areas and to determine the aircraft that created the noise impact. The System is called ANOMS(tm) or the Aircraft Noise and Operations Monitoring System. The System gathers and processes flight related data accurately and reliably, showing flight paths and aircraft altitudes. The System also has



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the capability to be expanded to include our General Aviation Airports if needed.

Included with this system are 20 Remote Monitoring Stations (RMS), which are microphones that are permanently being installed within the communities that surround Miami International. The information gathered by these microphones is transmitted via telephone lines back to a central computer located at MIA. This information can then be used to determine adherence to arrival/departure procedures and to determine noise impact on communities due to aircraft operations.

COMMUNITY AWARENESS & PARTNER PROGRAMS

Community Outreach Program



As part of MDAD's noise abatement program, the Aviation Department has developed a Community Outreach Program to establish and maintain communication with the community about their concerns over aircraft noise issues and to explain the Department's current efforts and future plans to control aircraft related noise. The purpose of this program is to encourage the active participation of the public, local community groups and involved government agencies in discussion about MDAD's efforts to reduce airport related noise. The program is designed to provide a variety of methods to address the diverse interest and concerns of the various neighborhoods and development areas involved; groups within those areas; and the public-at-large.

MDAD's Planning/Development Office in the past, and now the Airside Operations Division has and will sponsor and attend public information meetings on aircraft noise to inform community and civic organizations and government. MDAD has also reached the business community by hosting presentations for Chambers that comprise the Miami Coalition of Chambers of Commerce, area newspaper editors and television general managers on MIA's noise issues and expansion plans.

Noise Abatement Task Force

The Noise Abatement Task Force was formed through the assistance of Miami-Dade Commissioner Barbara Carey-Shuler to help the Aviation Department better assess community concerns regarding aircraft and airport related noise. This task force, which is comprised of Miami-Dade residents, airport users, public officials and Aviation Department officials, meets once a month to discuss aircraft and airport noise related issues and to task the Aviation Department with developing meaningful solutions to the problems that arise.



Noise Abatement Van

In an effort to continue to address the concerns of the Miami-Dade communities affected by aircraft related noise, the Noise Abatement Office has purchased a van which can be equipped with portable monitors. These monitors can be used at various locations throughout the County to record aircraft related noise levels. The van is also used to patrol Miami International for illegal aircraft engine run-ups.

"Fly Neighborly"

MDAD introduced the "Fly Neighborly" campaign in 1995 to inform aircraft operators, aircraft maintenance facilities and pilots that the surrounding residential areas of MIA have been designated as noise sensitive communities. Through this campaign, MDAD encourages its airport partners to comply with the noise abatement procedures established for MIA. This includes noise abatement posters in aircraft maintenance facilities, pilot lounges, employee bus shelters and aboard all employee

and industry airport shuttles. The posters draw attention to the needs of all employees at Miami International to be sensitive to the issue of aircraft noise and the community.



Noise Barrier NW 36th Street

The noise barrier constructed along NW 36th Street was designed to reduce, within residential areas north of NW 36th Street, aircraft noise level associated with aircraft ramp/ground activity. This includes noise from taxiing aircraft, the start of take-off roll, and engine thrust reversals on landings. Since its construction, aircraft noise levels north of the wall have been reduced at least 10 decibels within 500 feet of the barrier. Benefits beyond 500 feet also are being experienced.

IF YOU HAVE A CONCERN



MDAD encourages public input and participation to ensure that both existing and proposed developments and procedures are acceptable to both aviation interests and the neighboring communities. If you have a concern about aircraft noise and would like to register a complaint, contact the noise complaint line at **305-876-PLANE**. If you would like to request that MDAD officials attend an upcoming civic or homeowners association meeting to discuss aircraft noise related issues, contact the Noise Abatement Office at **305-876-0569**.