



**VILLAGE OF BISCAYNE PARK**  
**Village Commission Agenda Report**  
**REGULAR MEETING**

**Item # 11.c**

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**TO:** Mayor & Members of the Biscayne Park Village Commission

**FROM:** MacDonald Kennedy, Vice Mayor

**DATE:** October 6, 2020

**TITLE:** FAA/NextGen Action Plan

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**Background**

At the July 7, 2020, commission meeting, Resolution 2020-31 was passed unanimously urging the FAA to modify flight paths back to pre-NextGen patterns that were at much higher altitudes over Biscayne Park and with fewer flights directly over the village. Other Miami-Dade County municipalities have passed similar resolutions, and groups of community activists continue to press the matter in advance of the Summer 2021 final decision by the FAA. Locally, village residents continue to complain on social media and to me directly about the noise and sightings of low-flying flights. Biscayne Park's lobbyist, Dave Caserta, has assisted in our effort by engaging with county, state, and federal officials, including State Senator Jason Pizzo and State Representative Dotie Joseph, both of whom attended our September 1 meeting to voice support of our efforts. At that meeting, **Dave Caserta requested that the village collect resident testimonials** that will serve as evidence for his ongoing efforts.

**Recommendation**

**I am recommending that the commission formalize a simple action plan** to engage village residents on the matter of FAA/NextGen and to encourage them to provide testimonials on how the new flight paths are impacting their quality of life.

1. The village clerk will have our IT firm make a **separate email address to collect testimonials**: [StopFAA@biscayneparkfl.gov](mailto:StopFAA@biscayneparkfl.gov).
2. **Monday, October 12: village clerk communicates the effort to residents** via email, Nextdoor post, and wwwBP.
  - a. Updated emails to be sent every two weeks: October 26, November 9, November 23, December 7.
  - b. The communications will provide: an explanation of FAA/NextGen; the process to date of stopping the new flights paths; next steps in the process; and instructions for the testimonials (name/address/cell, how flights are impacting quality of life with noise, soot, seeing low-flying planes, dates/times, etc.) with special encouragement to attach dated photos and videos of low-flying planes and screenshots of altitudes from the app FlightRadar24. (That app tracks flights and shows their altitudes as they

pass overhead live.)

3. Each commissioner will also proactively engage with residents to encourage them to submit testimonials. **Commissioner engagement will be key to the success of collecting testimonials.** Commissioners to determine how they will engage with residents: email, texts, social media posts, personal meetings, etc.
4. **Friday, December 11: deadline for testimonials** (two-month effort).
5. **Friday, December 18: village clerk forwards all testimonials to Dave Caserta.**
6. At the request of the village clerk, I will write all the communications (email blasts, Nextdoor post, wwwBP post).

### **Resource Impact**

Minimal: cost of setting up new village email address: StopFAA@biscayneparkfl.gov

### **Attachment(s)**

- Village Resolution 2020-31 (Urging FAA to Modify Flight Paths)
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Prepared/Sponsored by: MacDonald Kennedy, Vice Mayor

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**RESOLUTION NO. 2020-31**

**A RESOLUTION OF THE VILLAGE COMMISSION OF THE VILLAGE OF BISCAYNE PARK, FLORIDA, URGING THE FEDERAL AVIATION ADMINISTRATION (FAA) TO MODIFY FLIGHT PATHS AND ALTITUDES IMPOSED BY NEXTGEN AIR TRANSPORTATION TO PRE-NEXTGEN; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, Florida Statutes provide that municipalities shall have the governmental, corporate, and proprietary powers to enable them to conduct municipal government, perform municipal functions, and render municipal service, and exercise any power for municipal purposes, except when expressly prohibited by law; and

**WHEREAS**, the Federal Aviation Administration (FAA) has imposed new flight patterns over the Village of Biscayne Park ("Village") as a part of its NextGen Air Transportation System ("NextGen"); and

**WHEREAS**, the resulting changes in flight paths and altitudes has a negative impact on the quality of life for a large number of Miami-Dade County residents, including those in the Village; and

**WHEREAS**, the Village has received numerous complaints and has monitored social media comments from concerned residents directly affected by the change in flights patterns, with neighborhoods increasingly affected by noise, light and air pollution from low-flying aircraft for almost 24 hours a day; and

**WHEREAS**, any savings realized through NextGen should be balanced against the growing negative impact on the Village and its residents; and

**WHEREAS**, the Village urges the FAA to revisit the NextGen flight pattern plan and revert to the former flight paths as soon as possible; and

**WHEREAS**, the Village Commission directs the Village Clerk to forward a copy of this Resolution to all United States Representatives from Miami-Dade County, Florida's United States Senators, FAA Administrator Stephen Dickinson, and FAA Regional Administrator Michael O'Harra.

**NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE COMMISSION OF THE VILLAGE OF BISCAYNE PARK, FLORIDA, THAT:**

**Section 1. Recitals.** The above recitals are true and correct, and incorporated herein by this reference and are hereby adopted as the legislative and administrative findings of the Village Commission.

**Section 2. Flight Patterns over the Village.** The Mayor and Commission of the Village of Biscayne Park, Florida, hereby urge the FAA to modify flight paths and altitudes imposed by NextGen to pre-NextGen flight paths and altitudes.

1           **Section 3. Severability.** If any section, sentence, clause or phrase herein is held to be invalid  
2 by any court of competent jurisdiction, then said holding shall in no way affect the validity of the  
3 remaining portions of this Resolution.

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5           **Section 4. Effective Date.** This Resolution shall become effective immediately upon its  
6 adoption.

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8           PASSED AND ADOPTED this 7<sup>th</sup> day of July, 2020.

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10           The foregoing Resolution was offered by Vice-Mayor Kennedy, who moved its  
11 adoption. The motion was seconded by Commissioner Tudor, and upon being put to a vote  
12 the vote was as follows:

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14	Virginia O'Halpin, Mayor	<u>Yes</u>
15	MacDonald Kennedy, Vice Mayor	<u>Yes</u>
16	Daniel Samaria, Commissioner	<u>Yes</u>
17	Roxanne Ross, Commissioner	<u>Yes</u>
18	William Tudor, Commissioner	<u>Yes</u>
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22 VILLAGE OF BISCAYNE PARK

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26 Virginia O'Halpin, Mayor  
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30 ATTEST:

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34 Roseann Prado, Village Clerk  
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37 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE  
38 USE AND RELIANCE OF THE VILLAGE OF BISCAYNE PARK ONLY:

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42 John R. Herin, Jr., Interim Village Attorney  
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## Roseann Prado

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**Subject:** update on FAA issue

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**From:** flagovernment@aol.com <flagovernment@aol.com>

**Sent:** Wednesday, September 30, 2020 1:48 PM

**To:** Roseann Prado <villageclerk@biscayneparkfl.gov>

**Subject:** Re: update on FAA issue

Hi Roseann

On Tuesday, September 29, Miami Dade County Commissioner Steve Bovo and Commissioner Sally Hayman held a zoom meeting in the sunshine to discuss the current flight pattern proposals from the FAA. The meeting was a result of concerns and efforts from the north Dade communities of the potential negative impacts by the new proposal. The effort has been spearheaded by Mike Eaton and Karen Deleon, who continue to educate our State, local and Federal officials. Many representatives and local officials from the various communities attended the meeting.

It appears that our efforts are gaining some traction. As a result of our outlined concerns and a recent limited response by the FAA to those concerns, both Commissioner Bovo and Hayman have agreed to work together to issue a resolution to the FAA requiring them to be transparent and provide all facts and evidence supporting their decision to move the flight patterns over populated areas. They will be asked to address, before any decision is made, all relevant areas including environmental issues, noise, fuel dumping and overall reasoning for the changes .

It was encouraged that we continue to stay organized and provide any relevant information that may support our concerns.

I will keep you informed as things progress on this issue.

*David Caserta*

David T. Caserta Government Relations, Inc.  
15165 NW 77th Avenue 1001  
Miami Lakes, Florida 33014

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**South-Central Florida Metroplex  
Information on North Miami  
September 2020**

The FAA developed this document to correct misperceptions about current flight procedures and how the South-Central Florida Metroplex will affect flights over North Miami.

**Background**

The South-Central Florida Metroplex is a comprehensive proposal to improve the flow of air traffic into and out of 21 airports in Florida by making the airspace safer and more efficient. The project proposes to add new, more efficient air traffic procedures. Most are satellite-based but several are conventional procedures based on radar and other ground-based navigational aids. Many of the current air traffic procedures in Florida are outdated. They are safe, but some are inefficient because they rely on ground-based systems, which limit available flight paths, require inefficient climbs and descents, or occupy the same airspace. Satellite-based procedures allow for fixed routes, altitudes, and aircraft speed. Precise flight tracks help keep routes automatically separated from one another.

The initiative focuses on four major international airports, where operations have a direct effect throughout the National Airspace System (NAS): Miami (MIA), Fort Lauderdale-Hollywood (FLL), Orlando (MCO) and Tampa (TPA) international airports. It also includes smaller reliever and satellite airports.

The FAA began working on the South-Central Florida Metroplex in 2012, and after a pause to reevaluate the project scope, resumed work in 2017. The agency gathered public input on the project at 17 public workshops in the study area in spring 2019. Four of the meetings were in Miami, including a workshop in North Miami on April 30, 2019.

*1. Inaccurate: The FAA has already implemented Metroplex procedures over Florida.*

**Accurate: The FAA has not implemented new air traffic control procedures proposed under the South-Central Florida Metroplex.**

The FAA has not yet approved the South-Central Florida Metroplex Project, and if it does, implementation of the Project will not happen immediately. The FAA is still in the process of reviewing any anticipated environmental impacts. The FAA released the Draft Environmental Assessment (EA) and opened a 60-day public comment period on May 11, 2020. The agency extended the comment period to July 24, 2020, for a total of 74 days for the public to comment on the project.

The agency is reviewing public comments on the Draft EA and will consider those comments before publishing a Final Environmental Assessment, which FAA expects to release in fall 2020. The FAA cannot implement new procedures until it completes the Final EA and signs the Record of Decision. After the FAA completes the environmental review process, the agency must take several other steps before the procedures can be used. The procedures must be flown by FAA pilots and published on aeronautical charts used by pilots. Air traffic controllers must be trained in the new procedures. FAA anticipates implementing the procedures in spring/summer 2021 if the overall conclusions about environmental effects in the Draft EA do not change.

*2. Inaccurate: The FAA moved traffic in late 2019 to reset the noise baseline ahead of the Metroplex project.*

**Accurate: Flight tracks have remained the same over South Florida since 2006.**

The FAA's baseline data for the Metroplex environmental analysis relied on a year of flight tracks from June 1, 2017 to May 30, 2018 (as documented on page 1-24 of the [Draft EA](#) published on May 11, 2020.)

The agency did not make changes to flight procedures in 2019. Any procedure changes would have required the agency to first comply with the National Environmental Policy Act (NEPA) and applicable agency orders. NEPA requires federal agencies to notify the public about proposed actions that may have significant environmental effects.

*3. Inaccurate: The FAA has “shifted” flights over North Miami.*

**Accurate: Neither flights nor flight tracks have been modified over the North Miami area (North Miami, Miami Shores, El Portal, Biscayne Park, Normandy Isles, North Bay Village and North Miami Beach). The last modification to MIA departure procedures occurred in 2006.**

When FAA reviewed the WINCO and HEDLY procedures specifically, the agency found that pilots were consistently using the procedures for between 40 and 41 percent of the departure flights in 2017, 2018 and 2019 when the airport was operating in an east flow. Data indicates the airport operated in an east flow about 10 percent more between December 2019 and February 2020 than it did during the same months in the previous year. The increase was due to prevailing wind conditions around the airport. The percentage of east operations on those routes remained steady between 39 and 41 percent.

Specifically, FAA analysis of flight track data over Keystone Point from peak traffic months shows the average altitude is increasing for flights over the area:

- In February 2015, an average of 138 aircraft per day flew over the area at an average altitude of 4,800 feet.
- In February 2017, an average of 162 aircraft per day flew over the area at an average altitude of 4,829 feet.
- In February 2020, an average of 164 aircraft per day flew over the area at an average altitude of 5,246 feet.

This analysis showed an average daily increase of two flights over the Keystone Point area between 2017 and 2020, while the average altitude increased by 417 feet.

Neither the FAA nor MIA have identified any data to support complaints of increased noise in North Miami. There are no recent records of North Miami residents filing aviation noise complaints before February 2020.

*4. Inaccurate: Under the South Central Florida Metroplex project, the FAA is proposing to move flights away from Miami Beach to overfly North Miami.*

**Accurate: The FAA proposed flight tracks would shift some flights that currently overfly Miami Beach over Virginia Key and then over the ocean.**

Under Metroplex proposed procedures, when flights are departing from MIA to the east, some traffic bound for the New York area and international destinations will fly southeast over water and less populated areas like Virginia Key water treatment plant. This enhances safety and efficiency by segregating these flights from the northbound traffic flying up Biscayne Bay. Today, much of this traffic flies due east from the airport over Miami Beach.

5. *Inaccurate: Aircraft did not overfly North Miami before late 2019.*

**Accurate: Aircraft have flown over North Miami for many years, and historic flight track data proves this. Residents may be more aware of aircraft overflights because they are spending more time at home or in their communities due to the COVID-19 public health emergency.**

6. *Inaccurate: The FAA can move all northbound departures from MIA over the ocean before turning north.*

**Accurate: The proposed Metroplex procedures generally follow existing flight tracks. The proposed satellite-based procedures will ensure that departures will fly the current noise abatement procedures and keep the flights over Biscayne Bay. The procedures do not move flights away from existing flight paths and over new areas.**

Flights departing from parallel runways must maintain lateral separation by flying 15 degree divergent headings for safety and efficiency. Airport capacity will be significantly reduced if departures fly the same headings.

7. *Inaccurate: Current and forecasted aircraft noise levels are higher over North Miami than Miami Beach.*

**Accurate: FAA noise modeling data indicate that current and forecasted aircraft noise levels are slightly higher over Miami Beach. North Miami noise level is 47 to 48 day-night average sound level (DNL). Miami Beach noise level is 50 DNL.**

The DNL noise metric is used to reflect a person's cumulative exposure to sound over a 24-hour period, expressed as the noise level for the average day of the year on the basis of annual aircraft operations. The DNL noise metric provides a mechanism to describe the effects of environmental noise in a simple and uniform way. DNL is the standard noise metric used for all FAA studies of aviation noise exposure in airport communities.

8. *Inaccurate: The FAA did not engage with the public about Metroplex in 2019 and 2020.*

**Accurate: FAA significantly exceeded the federal requirements for community involvement in the Metroplex project. The agency met with elected officials, airport officials and community roundtables, held public workshops and conducted extensive media outreach on Metroplex.**

- On Dec. 10, 2018, the FAA posted a news release, [FAA Starting Outreach for Metroplex Project in Florida](#).
- On April 5, 2019, the FAA posted a news release, [FAA Sets Public Workshops for South-Central Florida Metroplex](#), which announced 17 public workshops in Palm Beach,

Tampa/St. Pete, Orlando, and Fort Lauderdale. The agency held four of the workshops in Miami, including one in North Miami. The agency posted social media messages about the announcements and placed articles about the project in major newspapers in the study area including *The Miami Herald* and *The Sun Sentinel* in South Florida.

- The agency continued to post reminder messages about the upcoming meetings on social media throughout April 2019 until the final workshop on May 2, 2019.
- In April and May 2019, one year before the EA began, the FAA held 17 public workshops in the study area. The FAA designed the workshops to gather input from the public on the proposed new procedures before beginning the EA. Four of these workshops were held in Miami, and 142 people attended. The agency received a total of 287 comments about proposed procedures for Miami, and adjusted multiple procedures as a result of public comments received in the workshops.
- As a result of our public engagement in the 2019 workshops, FAA altered proposed Metroplex procedures to direct flights over the center of Biscayne Bay and routed arrivals over parks instead of residential areas. The agency also changed the proposal to direct some flights over uninhabited Virginia Key as their route to Europe and the Northeastern U.S. begins over the Atlantic Ocean. FAA worked to keep flights over water to the extent possible. FAA proposed Metroplex procedures do not include changes requested by one community at the expense of another community.
- On July 25, 2019, the FAA sent a letter notifying 590 federal, state, regional and local government agencies, elected officials and Native American tribes of the agency's intent to prepare an EA of the proposed Metroplex procedures.
- On July 28, 2019, the agency published a legal notice in English and Spanish in major newspapers in the study area to notify the public of the FAA's intent to prepare an Environmental Assessment of the proposed Metroplex procedures.
- On May 11 2020, the FAA established [FloridaMetroplexWorkshops.com](https://www.faa.gov/FloridaMetroplexWorkshops.com) where it posted the Draft EA and hosted 12 virtual public workshops in June 2020. The agency accepted public comments on the document for 74 days, which ended on July 24, 2020. The FAA also posted the news release, [FAA Posts Draft EA for South-Central Florida Metroplex Project](#).
- On May 28, 2020, FAA issued the news release, [FAA to Hold Virtual Public Workshops](#), and posted social media messages reminding the public about the opportunity to participate until the final workshop ended.
- The FAA notified 800 elected officials about the opportunity to participate in the workshops and FAA sent them a one-page flyer with a request to post on personal, municipal, airport and other websites. FAA also invited Congressional officials and city and county local elected officials from the Miami area to pre-briefings on May 21 and 28.
- In June 2020, the FAA held 12 virtual public workshops to brief the public about the Draft EA and answer questions about the study and the proposed procedures. FAA hosted

the workshops on Zoom and livestreamed them on FAA YouTube, Facebook and Twitter platforms. The agency received more than 119,000 views across the state. Three Miami workshops had 28,000 views and generated approximately 2,500 comments. The agency recorded the workshops and posted on YouTube and FloridaMetroplexWorkshops.com for later viewing.

- FAA engaged on multiple occasions with the Miami Noise Abatement Advisory Board (NAAB) regarding this project, receiving generally favorable feedback on proposed changes. The NAAB chairman acknowledged that aviation noise can't be eliminated, but this project includes many beneficial improvements to the noise footprint in Miami.
- Appointments to the NAAB are outside the authority of the FAA, but the agency encourages community leaders to contact the Miami International Airport Noise Abatement and Wildlife Manager by email at [noise@miami-airport.com](mailto:noise@miami-airport.com) for more information about NAAB meetings and/or community representation.
- After the 2020 workshops, the FAA met with U.S. Representatives and staff as well as local elected officials on June 22, July 7 and 8, August 5 and September 2 and 10.

*9. Inaccurate: The FAA's Draft EA did not adequately study the effects of aircraft noise.*

**Accurate: FAA conducted the EA of this project in accordance with the NEPA and agency environmental orders. The Draft EA indicated no significant environmental impact in any environmental category, including noise.**

The Draft EA studied 14 environmental categories including aircraft noise. It modeled aircraft noise at 117,424 points spaced out across South Central Florida and determined that implementation of the proposed new procedures would result in no significant impact in any environmental category – including aircraft noise.

When a Draft EA refers to “significant impact” (or in the case of this project, “no significant impact”), it is a reference to an objective legal standard that is defined by federal law, using scientific metrics and noise levels that apply nationwide.

The environmental justice analysis in the Draft EA considered whether a proposed action may have disproportionately high and adverse human health or environmental effects on minority and low-income populations. The analysis showed that no neighborhoods within the project study area would experience significant impacts to air quality or noise, including members of minority and/or low-income populations.

FAA also consulted with the National Park Service regarding the potential noise impacts to national parks, national wildlife refuges and historic sites including Biscayne National Park, which is identified as a Section 4(f) resource in the General Study Area. Through this consultation, the Draft EA determined that aircraft noise exposure resulting from the proposed procedures would not substantially change the noise environment.

*10. Inaccurate: Reports of increased soot and engine emissions are the result of flight path changes.*

**Accurate: This is false. The FAA has not implemented the South Central Florida Metroplex. Reports of increased soot issues cannot be attributed to this project.**

In general, particulate matter consists of a mixture of solid particles and liquid droplets found in the air. While most particles form in the atmosphere as a result of complex reactions of pollutants emitted from power plants, industries and automobiles, some solid particles are also emitted as by-products of combustion. Like all combustion sources, aircraft engines also produce black carbon non-volatile particles that are solid at the engine exhaust. Compared to traditional diesel engines, gas turbine engine non-volatile particles are typically smaller in size, and are too small to be seen with the human eye. The national ambient air quality standard regulates the mass of particles less than 2.5 micrometers (PM<sub>2.5</sub>) in diameter (1 micrometer = 1/1,000 millimeter).

Aviation's contribution to the ambient concentrations of PM<sub>2.5</sub> remains small compared to other sources such as road transport and power plants, and fleet changes routinely improve the overall efficiency of aircraft engines. A recent study showed that aircraft contributed to 0.2 percent to the PM<sub>2.5</sub> concentrations in the Northern Hemisphere.<sup>[1]</sup> Air Quality impacts from the top 66 airports that accounted for more than 80 percent of the total fuel burn in the U.S. were investigated by another study.<sup>[2]</sup> Results from this study showed that the aviation PM<sub>2.5</sub> contribution in each of these individual airports remained well below 0.2 percent of the total PM<sub>2.5</sub> contribution from all sectors. A 2020 study concluded that aviation landing take-off emissions contributed to 0.3 percent of total air quality impacts within the United States in 2018.<sup>[3]</sup>

In light of these research results, it is highly unlikely that aircraft operations are the source for particle deposits observed. The vast majority of the deposited particles are likely to be much larger in size than those emitted by aircraft engines.

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<sup>[1]</sup> Vennam et al. (2017) <https://agupubs.onlinelibrary.wiley.com/doi/pdf/10.1002/2017JD026598>

<sup>[2]</sup> Penn et al. (2017) <http://dx.doi.org/10.1016/j.envres.2017.04.031>

<sup>[3]</sup> Dedoussi et al. (2020) <https://doi.org/10.1038/s41586-020-1983-8>

*11. Inaccurate: FAA modeling does not account for the more precise flight paths proposed under the Metroplex project.*

**Accurate: The FAA’s model specifically accounts for the anticipated concentration of flight tracks from the new procedures. It also accounts for some percentage of continued dispersion and the fact that some aircraft will remain on conventional procedures.**

The baseline data for the Metroplex environmental analysis was a year of flight tracks from June 1, 2017 to May 30, 2018 (as documented on page 1-24 of the [Draft EA](#) published on May 11, 2020). The baseline data includes all weather and wind conditions. The Draft EA compared baseline data with forecast traffic, including how aircraft will fly the new procedures. FAA modeling also considers that some flights will continue to fly conventional procedures. Noise modeling also accounts for concentrated flight tracks and some continued dispersion. This analysis is based on science and the most effective noise metric.

Chapter 5 of the Draft EA indicates that changes in noise exposure levels may occur as a result of flight path concentration. However, the results of the noise modeling analysis indicate that the South-Central Florida Metroplex Project would not exceed the thresholds of significance for changes in aircraft noise exposure when compared to the No Action Alternative.

*12. Inaccurate: Changes to the FAA’s preferential route database show changes to aircraft routes in Miami, as reported by The Miami Herald on July 17, 2020.*

**Accurate: The Miami Herald article mischaracterized data from the FAA’s preferential route database. This database does not affect how air traffic directs flights over Biscayne Bay. The agency uses accurate radar track data to analyze flight paths.**

The database is a national traffic management tool to ensure expeditious movement of traffic during heavy demand periods. It is a flight planning tool primarily used for air carrier and business aviation. Preferred IFR Routes are established only when air traffic density and/or safety make preferential routes necessary. The database has more than 10,000 routes, and 122 of the routes are Miami “city pair” routes to 73 destinations.

The article, “Beach, Bay Harbor pushed back on jets overhead. They may go to North Miami, Miami Gardens,” published on July 17, 2020 in The Miami Herald incorrectly analyzed Preferred IFR Routes. FAA’s preferential route database was updated to reflect high altitude structure changes above 18,000 feet, and new routes from Puerto Rico along the entire east coast.

*13. Inaccurate: All aviation noise over North Miami comes from flights at MIA.*

**Accurate: Traffic at Opa Locka Executive Airport has grown from 130,000 in 2016 to 170,000 in 2019, a 30.7 percent increase. Many of these flights operate over North Miami. The FAA does not control the number of flights at any airport.**

# MEMORANDUM

Agenda Item No.11(A)(22)

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**TO:** Honorable Chairwoman Audrey M. Edmonson  
and Members, Board of County Commissioners

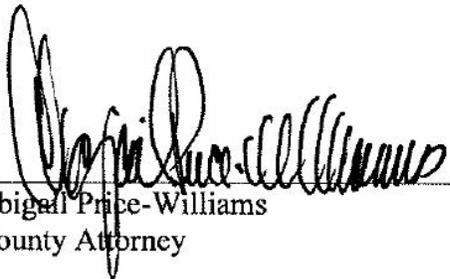
**DATE:** October 6, 2020

**FROM:** Abigail Price-Williams  
County Attorney

**SUBJECT:** Resolution urging the Federal Aviation Administration (FAA) to provide the County with all data and other evidence demonstrating the benefits of the South-Central Florida Metroplex Project and its associated modifications to the existing flight departure and arrival procedures for Miami International Airport; and urging the FAA to provide such data and other evidence as soon as possible but, in any event, prior to implementation of the project

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The accompanying resolution was prepared and placed on the agenda at the request of Co-Prime Sponsors Commissioner Sally A. Heyman, Commissioner Esteban L. Bovo, Jr. and Commissioner Barbara J. Jordan.

  
Abigail Price-Williams  
County Attorney

APW/smm



**MEMORANDUM**  
(Revised)

**TO:** Honorable Chairwoman Audrey M. Edmonson  
and Members, Board of County Commissioners

**DATE:** October 6, 2020

**FROM:** Abigail Price-Williams  
County Attorney

**SUBJECT:** Agenda Item No. 11(A)(22)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Statement of social equity required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's present \_\_\_\_, 2/3 membership \_\_\_\_, 3/5's \_\_\_\_, unanimous \_\_\_\_, CDMP 7 vote requirement per 2-116.1(3)(h) or (4)(c) \_\_\_\_, CDMP 2/3 vote requirement per 2-116.1(3)(h) or (4)(c) \_\_\_\_, or CDMP 9 vote requirement per 2-116.1(4)(c)(2) \_\_\_\_) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved \_\_\_\_\_ Mayor

Agenda Item No. 11(A)(22)

Veto \_\_\_\_\_

10-6-20

Override \_\_\_\_\_

RESOLUTION NO. \_\_\_\_\_

RESOLUTION URGING THE FEDERAL AVIATION ADMINISTRATION (FAA) TO PROVIDE THE COUNTY WITH ALL DATA AND OTHER EVIDENCE DEMONSTRATING THE BENEFITS OF THE SOUTH-CENTRAL FLORIDA METROPLEX PROJECT AND ITS ASSOCIATED MODIFICATIONS TO THE EXISTING FLIGHT DEPARTURE AND ARRIVAL PROCEDURES FOR MIAMI INTERNATIONAL AIRPORT; AND URGING THE FAA TO PROVIDE SUCH DATA AND OTHER EVIDENCE AS SOON AS POSSIBLE BUT, IN ANY EVENT, PRIOR TO IMPLEMENTATION OF THE PROJECT

**WHEREAS**, the Federal Aviation Administration (the “FAA”) has announced that it plans to implement new aircraft departure and arrival procedures for Miami International Airport (“MIA”) as part of a project known as the South-Central Florida Metroplex Project (the “Metroplex Project”); and

**WHEREAS**, as part of the Metroplex Project, the FAA plans to modify the existing aircraft departure and arrival procedures for MIA, and such modifications will, for some portions of the County, result in a higher concentration of air traffic than currently exists; and

**WHEREAS**, the FAA has stated that there are numerous benefits to implementation of the Metroplex Project, including, but not limited to, (1) decreasing congestion at airports and in the air, (2) enhancing the safety and efficiency of air traffic flows, and (3) benefitting the environment by reducing fuel burn and carbon emissions; and

**WHEREAS**, some residents of the County have voiced opposition to the FAA’s anticipated implementation of the Metroplex Project on the basis that it will have detrimental environmental and noise impacts to portions of the County; and

**WHEREAS**, as such, this Board wishes to urge the FAA to provide to the County all data and other evidence that demonstrate the benefits of implementation of the Metroplex Project to MIA and the County,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA**, that this Board:

**Section 1.** Urges the FAA to provide to the County all data and other evidence that demonstrate the benefits of implementation of the Metroplex Project to MIA and the County.

**Section 2.** Urges the FAA to provide such data or other evidence as soon as possible but, in any event, prior to the FAA's implementation of the Metroplex Project.

**Section 3.** Directs the Clerk of the Board to transmit certified copies of this Resolution to the Florida Congressional Delegation, the secretary of the U.S. Department of Transportation, and the FAA Administrator.

The Co-Prime Sponsors of the foregoing resolution are Commissioner Sally A. Heyman, Commissioner Esteban L. Bovo, Jr. and Commissioner Barbara J. Jordan. It was offered by Commissioner \_\_\_\_\_, who moved its adoption. The motion was seconded by Commissioner \_\_\_\_\_ and upon being put to a vote, the vote was as follows:

Audrey M. Edmonson, Chairwoman	
Rebeca Sosa, Vice Chairwoman	
Esteban L. Bovo, Jr.	Daniella Levine Cava
Jose "Pepe" Diaz	Sally A. Heyman
Eileen Higgins	Barbara J. Jordan
Joe A. Martinez	Jean Monestime
Dennis C. Moss	Sen. Javier D. Souto
Xavier L. Suarez	

The Chairperson thereupon declared this resolution duly passed and adopted this 6<sup>th</sup> day of October, 2020. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA  
BY ITS BOARD OF  
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: \_\_\_\_\_  
Deputy Clerk

Approved by County Attorney as  
to form and legal sufficiency.

RCZ

Ryan C. Zagare