

**NOISE ABATEMENT ADVISORY BOARD (NAAB)  
MIAMI INTERNATIONAL AIRPORT (MIA)  
AIRCRAFT NOISE AND ENVIRONMENTAL PLANNING / WILDLIFE CONTROL  
5600 N.W. 36TH STREET, SUITE 533  
WEDNESDAY, OCTOBER 17, 2018  
MEETING SUMMARY**

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**SIGN-IN SHEET ATTACHED**

The Noise Abatement Advisory Board (NAAB) meeting was held at the Miami-International Airport (MIA) North Terminal Auditorium (Concourse "D" 4<sup>th</sup> Level) @ 6:00 PM. The meeting was called to order at 6:08 p.m, and a total of six (6) NAAB members were present, thus a quorum was obtained.

**WELCOME:**

**Mr. Hegedus** opened the meeting by welcoming the NAAB Board members, the FAA Metroplex Team members, and Miami-Dade Aviation Department (MDAD) personnel and County residents for taking time to attend and participate in the meeting.

**Mr. Rollason** welcomed everyone present at the meeting and introduced the new Board Member **Mr. George Helmstetter**, appointed by the City of Miami Mayor. He also welcomed all the residents at the meeting.

**Mr. Rollason** motions to approve minutes from the last meeting.

**Mr. Howard** moves the motion.

**Mr. Arias** second's the motion.

Motion is approved.

**Mr. Hegedus** Introduces **Mr. Reginald Williams** Metroplex Florida Management Co-Lead.

**Mr. Reginald Williams** Introduced all the FAA Metroplex team members and support staff and proceeded to start the power point presentation (*included in member's package*) of the status of Florida Metroplex and its different phases with evaluation estimated to start in January 2019, Environmental Assessment (EA) in the spring of 2019 and implementation in the fall of 2019. He spoke of how the air space is utilized and affected by changes and how this project will be implemented. The idea is to reduce complexity and increase safety. Mr. Reginald provided an overview of the timeline and reason of the meeting which is to gather feedback for the notional procedures in order to make the necessary changes within the confines of operational safety. All the alternatives are preliminary and are notional and have not been set in stone until public meetings which are to take place early next year which will give the public the opportunity to look at them and at that time the procedures will be published on the website. Mr. Reginald explained the NEPA process.

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Air traffic Controller Luis R. Colon and Ricardo Martinez were called to start the Power Point presentation and both provided to the NAAB an overview of the (7) seven new RNAV SIDs, the 5 new MIA RNAV STARs, the new TMB RNAV SID and the new OPF RNAV SID. He explained the intent of the procedures which basically he stated that they are not new procedures but have new names but are replacing the procedures today with some minor differences. Today aircraft are departing on a radar vector and the intent of the procedures would be to have aircraft use these new procedures from the ground. All the new proposed procedures were presented and explained to the NAAB members (please see attached FAA Metroplex Power Point presentation). All the RNAVs and way points that are being considered were presented with an explanation of what the Metroplex is and what they hope it will do with regards to increased safety, efficiency. A discussion between Board Members and Metroplex representatives regarding the new procedures and the implementation of the new RNAVS followed.

**Mr. Gilderman** felt that by narrowing the tracks on the RNAV route and around the RNAV points will have a negative effect on the residents living in the proximity of the points, or under the tracks of the aircrafts as they approach and fly past the points by concentrating the tracks and increasing the frequency over area. A discussion took place reference if these RNAVs had an altitude feature built in which the controllers answer that at this time they did not and the altitude would be controlled by Controllers. Mr. Gilderman asked specifically if these new procedures in the end were changing the flight patterns! He also stated that the solution would be to have aircraft climb faster and most of these items could be avoided if the aircraft can be higher.

**Mr. James Arrighi** stated that the FAA was not changing the flight patterns, and what will happen is that there will be a more consistent repeatable path, the procedures are design based on existing tracks and aircraft will be flying were they are flying today and the FAA was not designing a new flight path and the new design utilizes the Flight Management System.

**Mr. Rollason**, had a discussion reference aircraft altitude and existing procedures vs the new RNAV procedures.

**Mr. Helmstetter** requested from the controllers to explain the different types of RNAV way points; fly-by, fly-over and an explanation was provided in detail.

**Mr. Mazzola** asks if more information regarding the number or percent of tracks and altitudes of the new RNAVS can be provided to the Board to be better prepared for the next meeting.

**Mr. Gilderman** would also like a forecast of future traffic that could be added to the new RNAVS at a later time.

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**Mr. Hegedus** asked from the Metroplex Team that once these RNAV procedures are implemented how difficult would it be to make adjustments or to move the way-points.

**Mr. Williams** said procedures can be changed and small tweaking or movements of the way-points are possible.

**Mr. Hegedus** asks what steps the FAA will be taking in the coming months.

**Mr. Williams** FAA will be working with the airport to arrange and conduct community meetings, looking to receive input from the NAAB Members, and meet with public/local officials and use all the information collected to finalize the design of the RNAV departure and arrival procedures.

**Mr. Rollason** asked the FAA if the Board could assist with the Public Official's presentation and also stated that the NAAB would like to have the information available before its presented to the public in order for the board to be in the loop.

**Mr. Howard** thanked the FAA members and encouraged future cooperation between the Board and the FAA and thanked them all for participating.

Meeting was stopped for a few minutes while the FAA members left the room.

**Mr. Rollason** reminded the Board Members to read the Bill (attached) from the House of Representatives (302) and specifically the section related to Airport Noise and Environmental Streamlining before the next NAAB Meeting, and also asked if the Board wanted to first hear from the FAA before having the next NAAB Meeting.

**Mr. Hegedus** stated the next meeting would be on Wednesday January 16, 2019.

**Mr. Rollason** made a motion to hold the next NAAB Meeting on January 16, 2019.

**Mr. Howard** moves the motion

**Mr. Arce** seconds motion

Motion passes.

Motion passes. Meeting adjourned at 19:30.

**Next Meeting scheduled for 01/16/2019.**

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**IN ATTENDANCE:**

**BOARD MEMBERS:**

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

**MDAD:**

Mr. Dan Agostino  
Mr. Norman Hegedus  
Ms. Loyda Hernandez  
Mr. David Colas

**FAA**

Mr. Bod Hildebidle  
Mr. Bill Kisseadoo  
Mr. Adam Matos  
Mr. Reginald Williams  
Mr. Pearlis Johnson  
Mr. Charles Montgomery  
Mr. Duane Semcken  
Mr. Jim Arrighi  
Ms. Rebeca Thompson  
Mr. Luis R. Colon  
Mr. Ricardo Martinez

Attachments.



## Metroplex is Part of the Picture

- Optimizing the airspace is part of the work that keeps our system working
- Today's challenges require multi-faceted solutions
- Proposed changes take into account integrated solutions that work for a diverse set of aviation customers
- We must take a big picture approach to ensure changes support the flow of traffic nationwide



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## Why Modernization with Metroplex

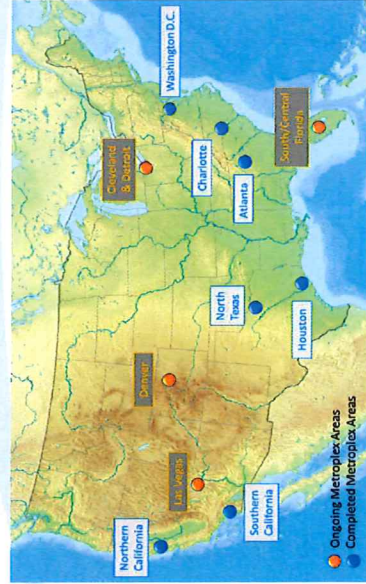
- Reducing complexity
- Increasing safety and efficiency
- De-conflicting operations between airports
- Ensuring that our operations keep pace with changes in equipment and the users of the system



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## Metroplex Program



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## Role of the Collaborative Teams

- Team Composition
  - Local FAA, industry partners, contract support
- Study Team
  - Develop notional airspace and procedures solutions, and initial estimates of benefits, costs, and risks (environmental, safety, etc.)
  - Provide recommendations to decision makers
  - Provide notional solutions, analyses, data, and recommendations to follow-on D&I Teams



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## Role of the Collaborative Teams

- Design and Implementation Team
  - Execute the rest of the integrated process, from design and analysis through implementation, including post-implementation evaluation
  - Conduct operational, safety and environmental analyses and assessments



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## Florida Metroplex Status

- Conduct Key Stakeholder Input Meetings with airport authorities/management
- Evaluation Phase estimated start January 2019
  - Conducting review and additional industry flight simulation testing of procedures
  - Continue key stakeholder meetings with airport authorities/management and other impacted individuals/groups
- Environment Assessment (EA)
  - Spring 2019
- Implementation Phase
  - Fall 2020



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## Key Stakeholder Feedback

- Purpose of this meeting is to gather feedback on any concerns about the revised notional designs
- Florida D&I team will maintain a record of all concerns received via Key Stakeholder Meetings and analyze the inputs with the D&I teams
- Balance needs of safety and efficiency



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## Key Stakeholder Feedback

- All preliminary alternatives presented in this briefing are notional
  - No final determination has been made regarding any of the Metroplex procedures
- Key Stakeholder Feedback and feedback assessment is critical in advancing these designs to a more mature state
- All designs must be matured prior to the start of the environmental assessment



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## FAA Notional Designs for MIA, OPF, TMB Airports

- 7 New MIA RNAV SIDs
- 5 New MIA RNAV STARS
- 1 New TMB RNAV SID
- 1 New OPF RNAV SID



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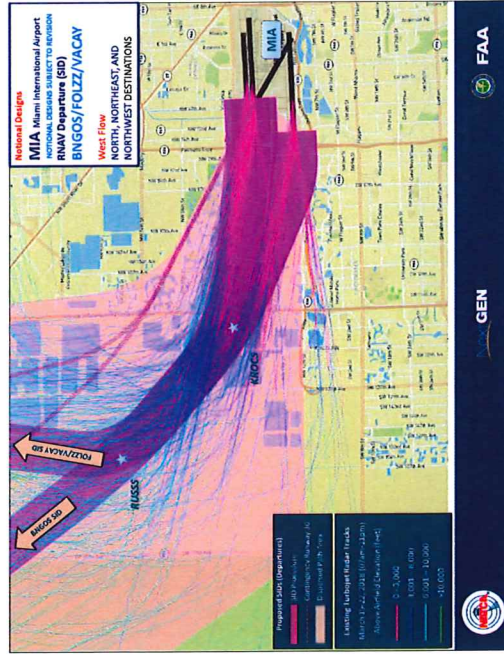
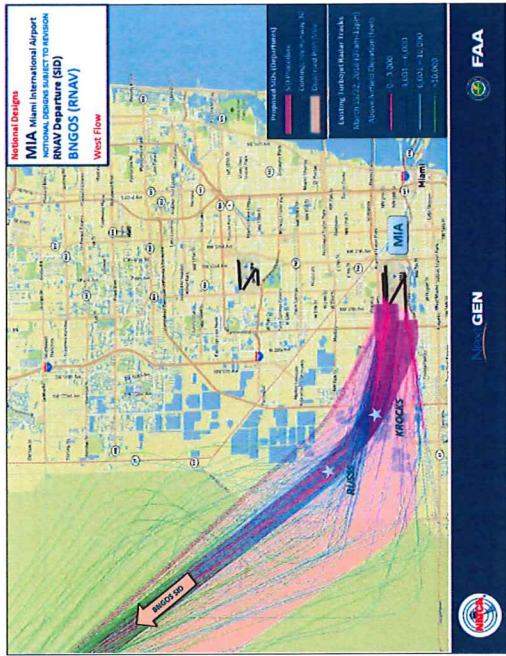
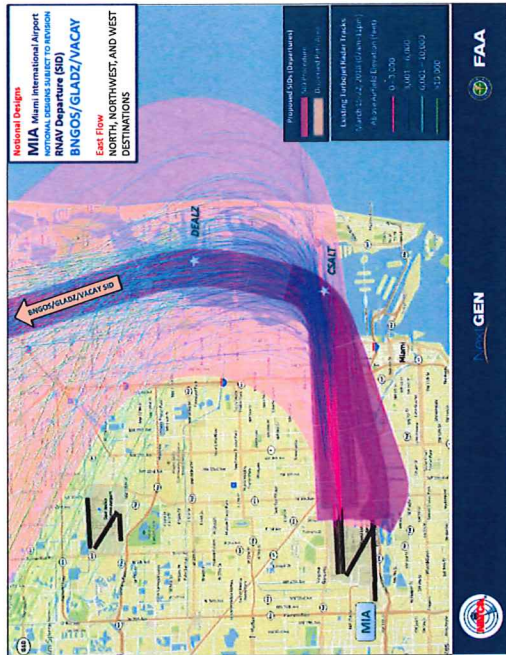
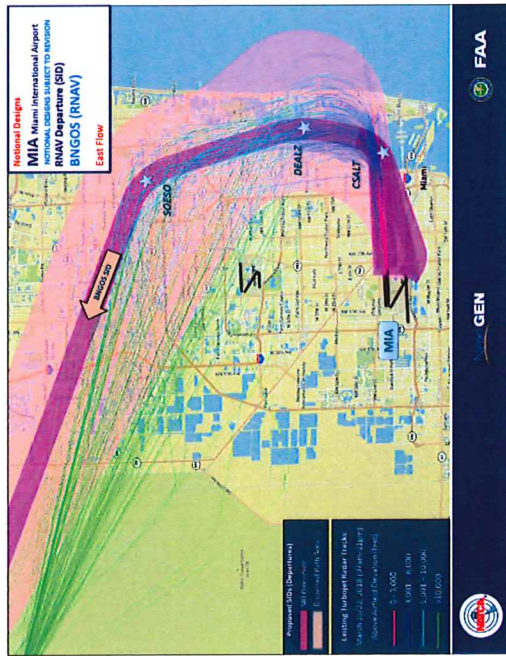


## MIA Notional Standard Instrument Departure (SID) Designs



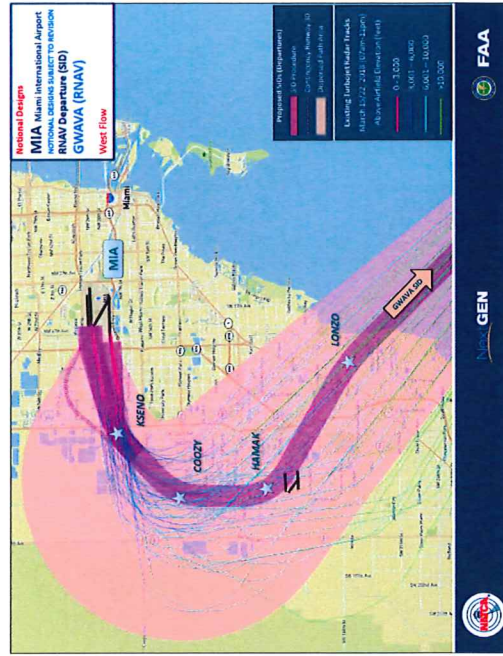
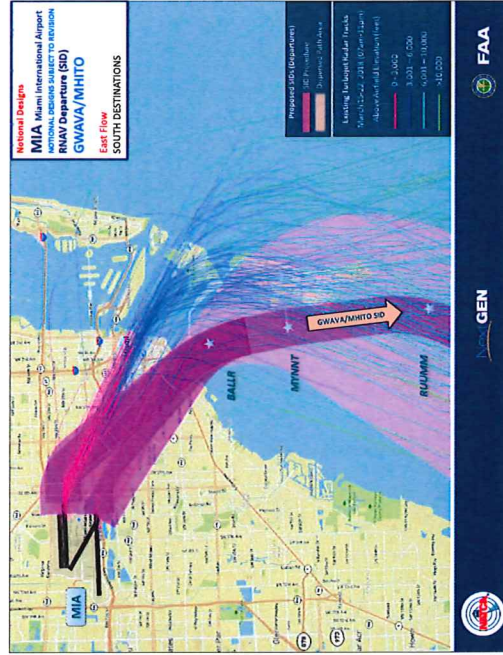
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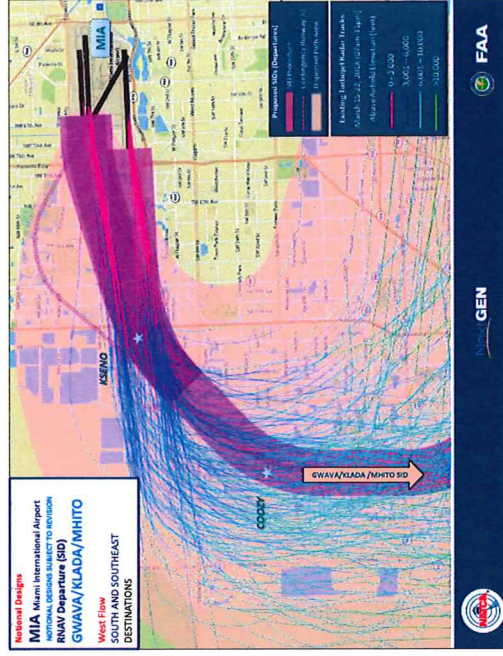
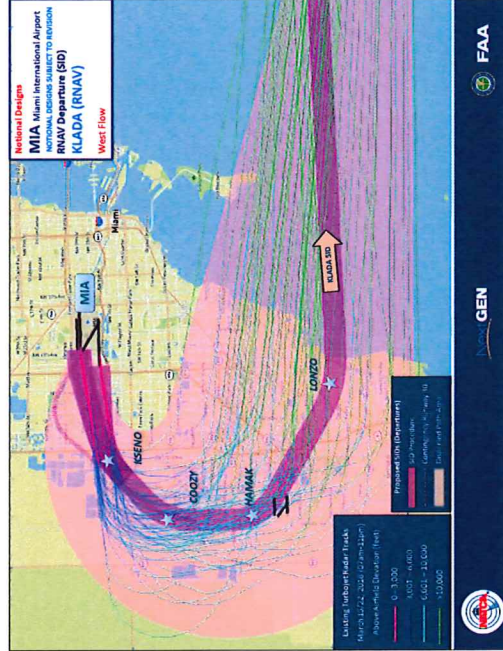
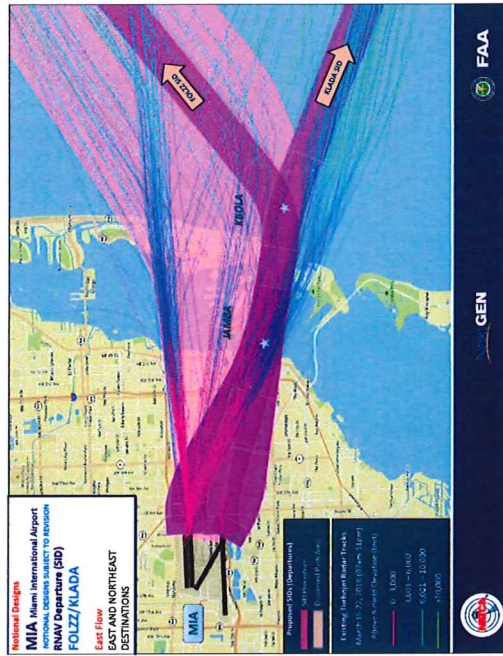
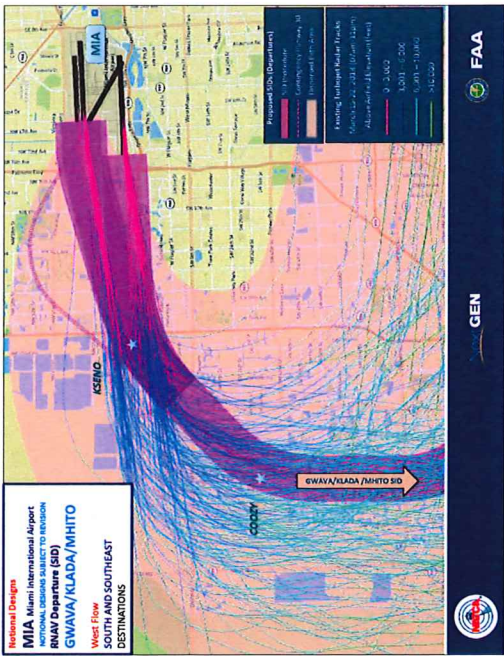


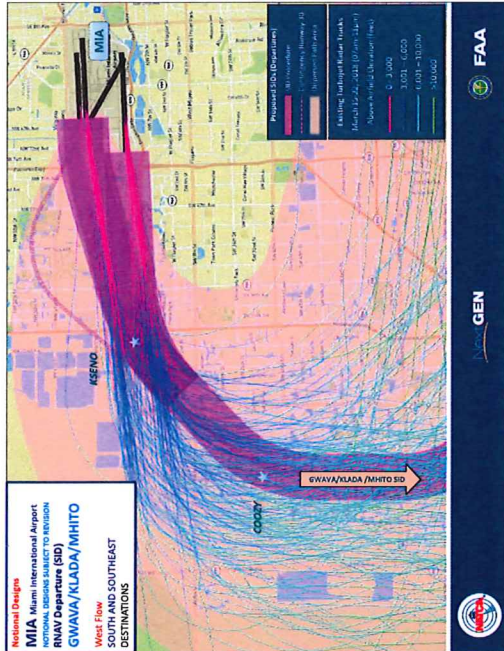
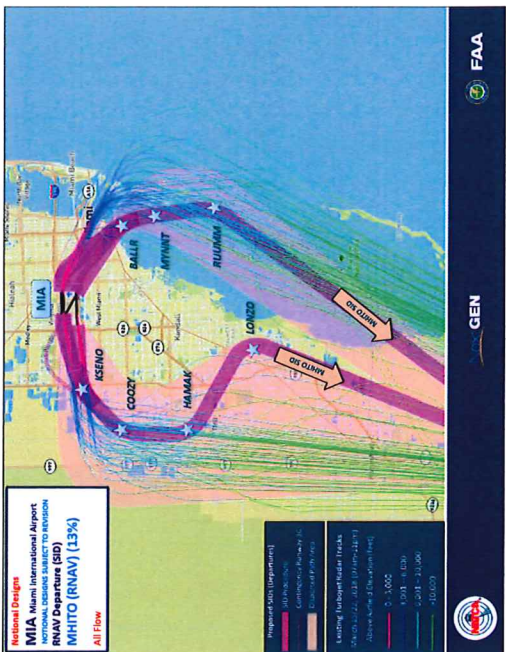


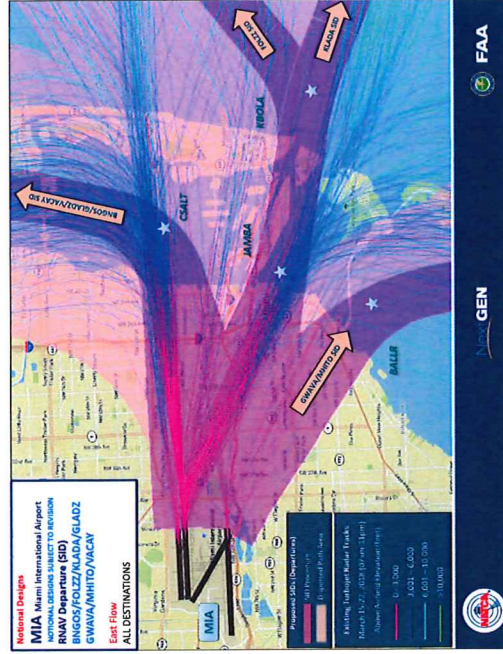
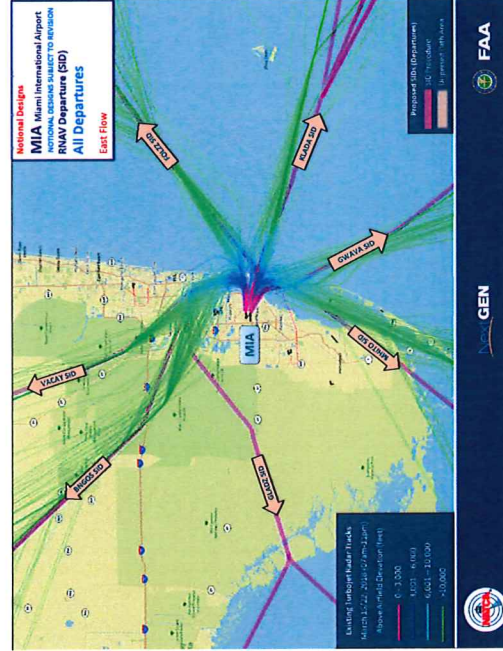
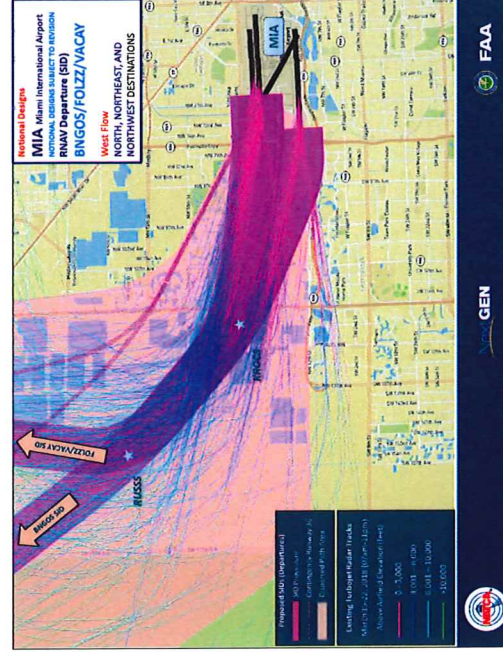
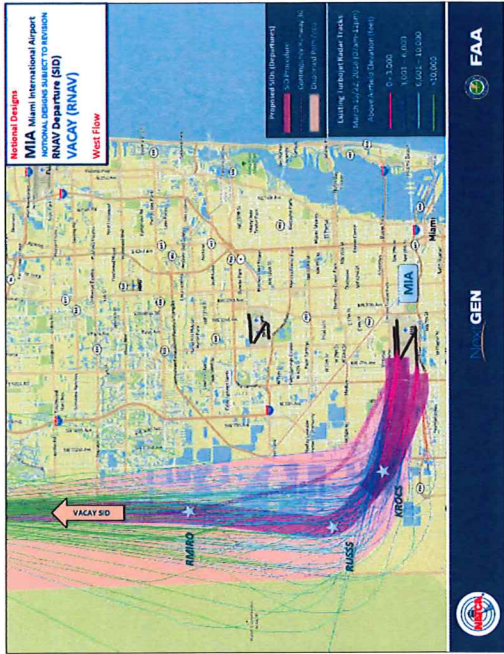
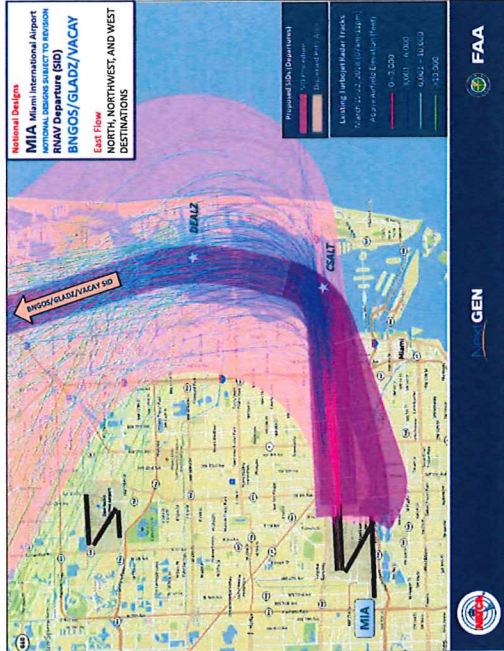
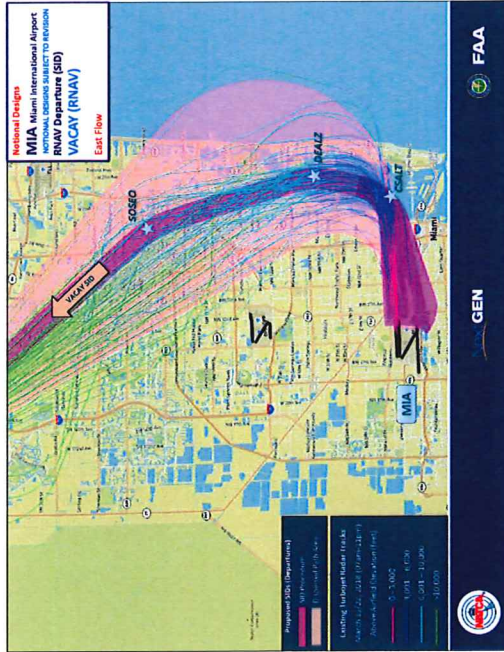











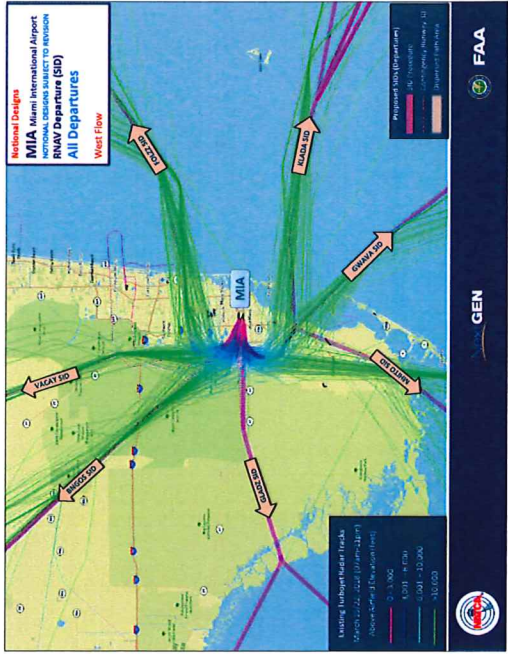
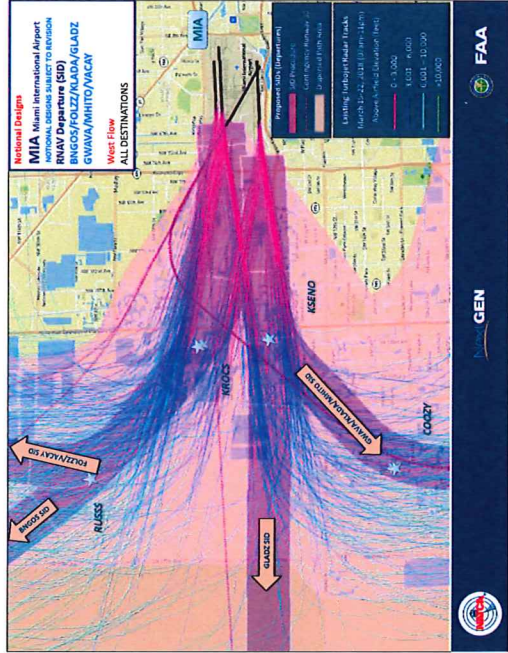


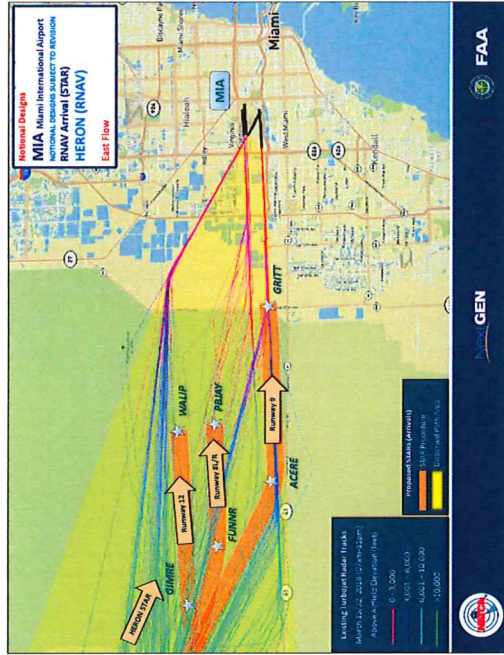
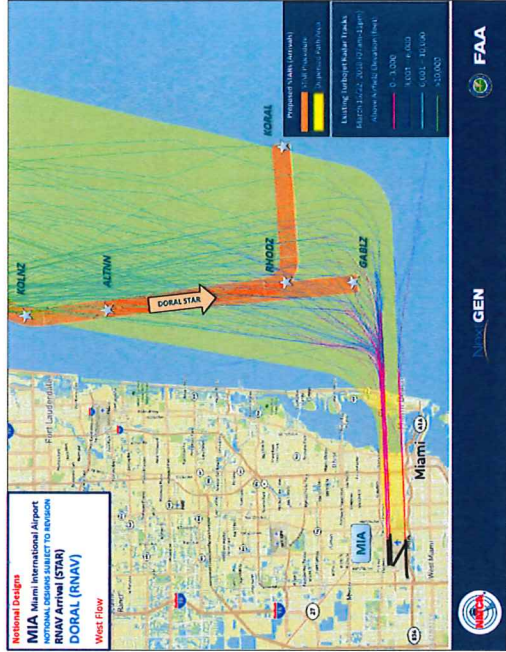
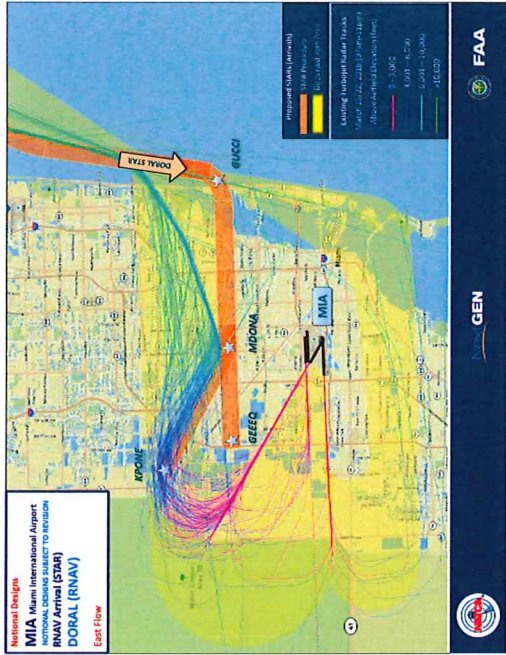
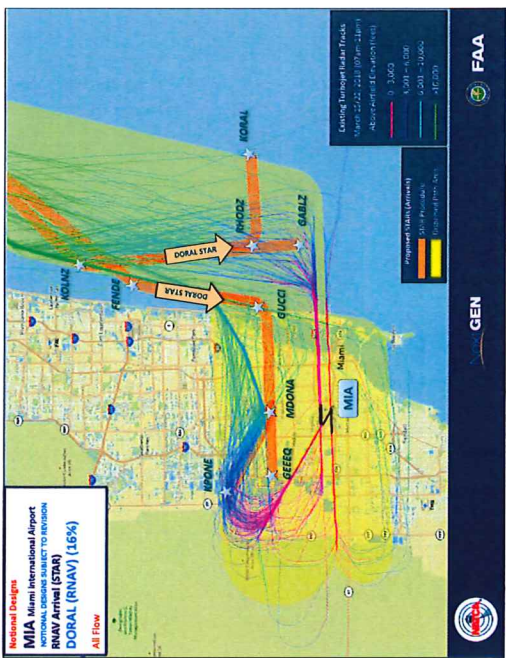


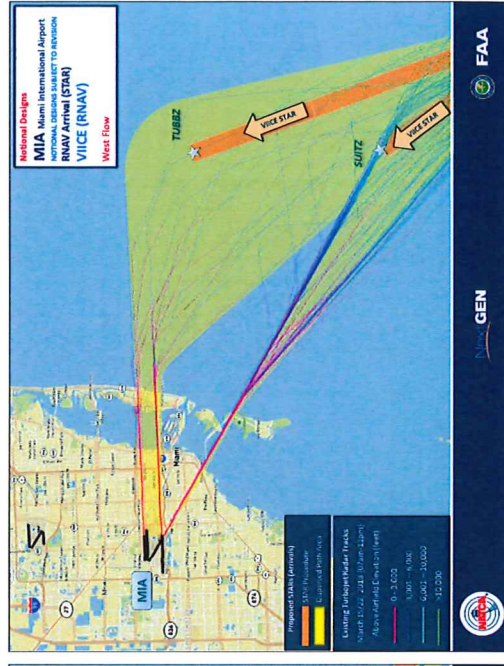
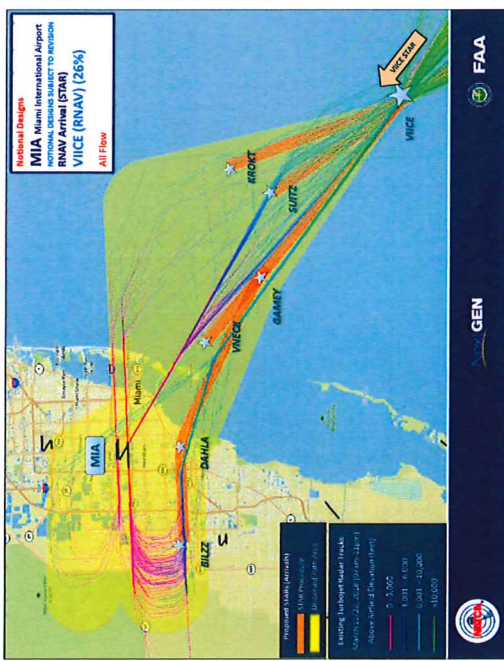
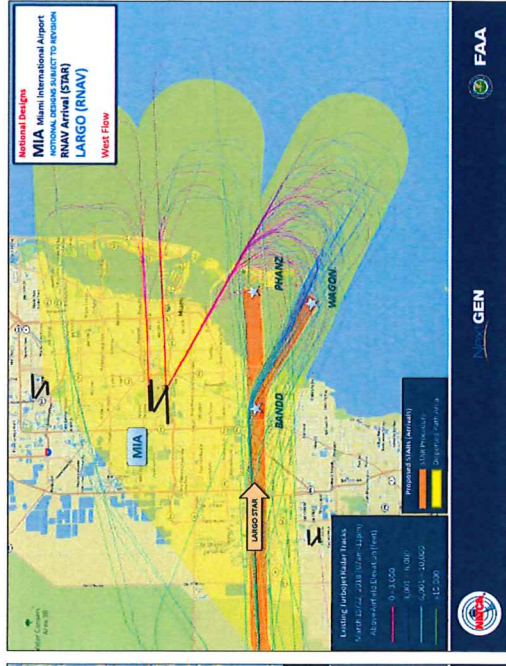
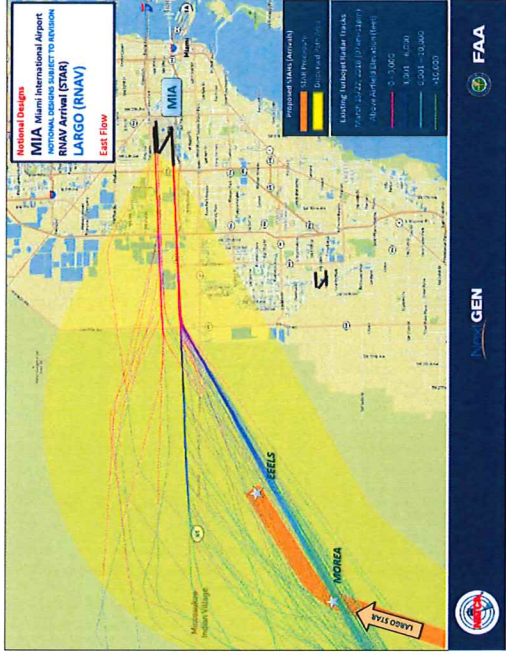
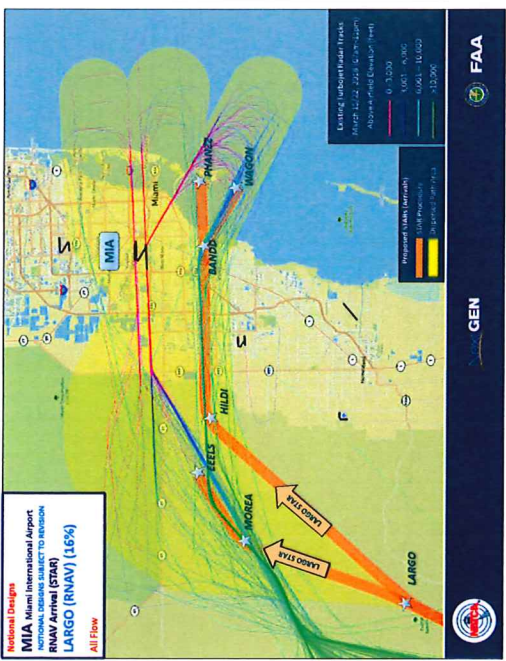
# MIA National Standard Terminal Arrival (STAR) Designs




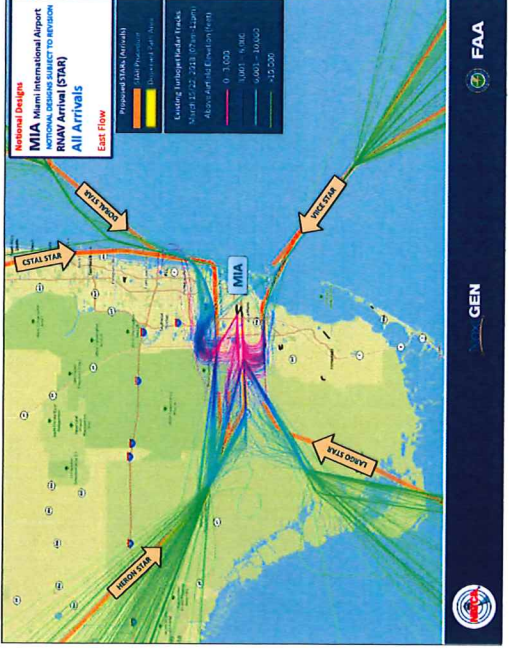
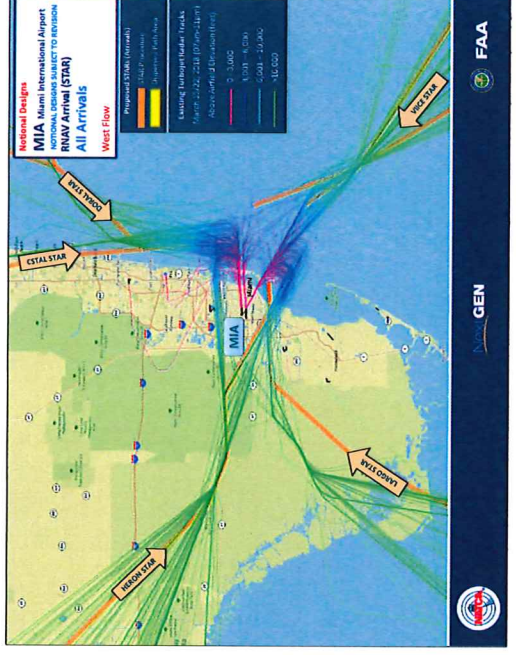
National Designs Subject to Revision







# Satellite Notional Standard Instrument Departure (SID) Designs


## Thank You

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Suspend the Rules and Pass the Bill, H.R. 302, with Amendments  
(The amendments strike all after the enacting clause and insert a new text and a new title)

15TH CONGRESS  
1ST SESSION

## H. R. 302

To provide protections for certain sports medicine professionals who provide certain medical services in a secondary State.

### IN THE HOUSE OF REPRESENTATIVES

JANUARY 5, 2017

Mr. GUTHRIE (for himself, Mr. RICHMOND, Mr. ABRAHAM, Mrs. BLACKBURN, Mr. BUTTERFIELD, Mr. CARTER of Georgia, Ms. DELBENE, Mr. DUNCAN of Tennessee, Mr. FLORES, Mr. GRIFFITH, Mr. HENSHAW, Mr. JOEY B. HICE of Georgia, Mr. JOYCE of Ohio, Mr. KILMER, Mr. KINZINGER, Ms. MICHELLE Lujan GISHAH of New Mexico, Mr. MEHNER, Mr. MULLIN, Mr. PLETCHER, Mr. THOMAS J. ROONEY of Florida, Mr. ROYCE of California, Mr. RUIZ, Mr. COLLINS of New York, Mr. LOEBACK, Mr. ROE of Tennessee, Mrs. NOEM, Ms. JENKINS of Kansas, Mr. WALBERG, Mr. BILIRAKIS, Mr. PERLUZZI, Mr. ISSA, and Mr. CONYERS) introduced the following bill, which was referred to the Committee on Energy and Commerce

### A BILL

To provide protections for certain sports medicine professionals who provide certain medical services in a secondary State.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

g:\VHLC\092218\092218\_035.xml (70618013)  
September 22, 2016 (6:35 p.m.)

1 (b) SAFETY PRIORITY.—Section 47140(b)(2) of title  
2 49, United States Code, as so redesignated, is amended  
3 by inserting “, including a certification that no safety  
4 projects are being deferred by requesting a grant under  
5 this section,” after “an application”.

#### 6 SEC. 172. AUTHORIZATION OF CERTAIN FLIGHTS BY STAGE 7 2 AIRCRAFT.

8 (a) IN GENERAL.—Notwithstanding chapter 475 of  
9 title 49, United States Code, not later than 180 days after  
10 the date of enactment of this Act, the Administrator of  
11 the Federal Aviation Administration shall initiate a pilot  
12 program to permit an operator of a stage 2 aircraft to  
13 operate that aircraft in nonrevenue service into not more  
14 than 4 medium hub airports or nonhub airports if—

15 (1) the airport—

16 (A) is certified under part 139 of title 14,  
17 Code of Federal Regulations;

18 (B) has a runway that—

19 (i) is longer than 8,000 feet and not  
20 less than 200 feet wide; and

21 (ii) is load bearing with a pavement  
22 classification number of not less than 38;

23 and

#### 1 SEC. 167. BUY AMERICA REQUIREMENTS.

2 (a) NOTICE OF WAIVERS.—If the Secretary of Trans-  
3 portation determines that it is necessary to waive the ap-  
4 plication of section 50101(a) of title 49, United States  
5 Code, based on a finding under section 50101(b) of that  
6 title, the Secretary, at least 10 days before the date on  
7 which the waiver takes effect, shall—

8 (1) make publicly available, in an easily identifi-  
9 cable location on the website of the Department of  
10 Transportation, a detailed written justification of  
11 the waiver determination; and

12 (2) provide an informal public notice and com-  
13 ment opportunity on the waiver determination.

14 (b) ANNUAL REPORT.—For each fiscal year, the Sec-  
15 retary shall submit to the appropriate committees of Con-  
16 gress a report on waivers issued under section 50101 of  
17 title 49, United States Code, during the fiscal year.

### 18 Subtitle D—Airport Noise and 19 Environmental Streamlining

#### 20 SEC. 171. FUNDING ELIGIBILITY FOR AIRPORT ENERGY EF- 21 FICIENCY ASSESSMENTS.

22 (a) COST REIMBURSEMENTS.—Section 47140(a) of  
23 title 49, United States Code, as so redesignated, is amend-  
24 ed by striking “airport.” and inserting “airport, and to  
25 reimburse the airport sponsor for the costs incurred in  
26 conducting the assessment.”.

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September 22, 2016 (6:35 p.m.)

1 (C) has a maintenance facility with a  
2 maintenance certificate issued under part 145  
3 of such title; and

4 (2) the operator of the stage 2 aircraft operates  
5 not more than 10 flights per month using that air-  
6 craft.

7 (b) TERMINATION.—The pilot program shall termi-  
8 nate on the earlier of—

9 (1) the date that is 10 years after the date of  
10 the enactment of this Act; or

11 (2) the date on which the Administrator deter-  
12 mines that no stage 2 aircraft remain in service.

13 (c) DEFINITIONS.—In this section:

14 (1) MEDIUM HUB AIRPORT; NONHUB AIR-  
15 PORT.—The terms “medium hub airport” and  
16 “nonhub airport” have the meanings given those  
17 terms in section 40102 of title 49, United States  
18 Code.

19 (2) STAGE 2 AIRCRAFT.—The term “stage 2  
20 aircraft” has the meaning given the term “stage 2  
21 airplane” in section 91.851 of title 14, Code of Fed-  
22 eral Regulations (as in effect on the day before the  
23 date of the enactment of this Act).

1 SEC. 173. ALTERNATIVE AIRPLANE NOISE METRIC EVALUA-  
2 TION DEADLINE.

3 Not later than 1 year after the date of enactment  
4 of this Act, the Administrator of the Federal Aviation Ad-  
5 ministration shall complete the ongoing evaluation of al-  
6 ternative metrics to the current Day Night Level (DNL)  
7 65 standard.

8 SEC. 174. UPDATING AIRPORT NOISE EXPOSURE MAPS.

9 Section 47503(b) of title 49, United States Code, is  
10 amended to read as follows:

11 "(b) REVISED MAPS.—

12 "(1) IN GENERAL.—An airport operator that  
13 submits a noise exposure map under subsection (a)  
14 shall submit a revised map to the Secretary if, in an  
15 area surrounding an airport, a change in the oper-  
16 ation of the airport would establish a substantial  
17 new noncompatible use, or would significantly reduce  
18 noise over existing noncompatible uses, that is not  
19 reflected in either the existing conditions map or  
20 forecast map currently on file with the Federal Avia-  
21 tion Administration.

22 "(2) TIMING.—A submission under paragraph  
23 (1) shall be required only if the relevant change in  
24 the operation of the airport occurs during—

1 "(A) the forecast period of the applicable  
2 noise exposure map submitted by an airport oper-  
3 ator under subsection (a); or

4 "(B) the implementation period of the air-  
5 port operator's noise compatibility program."

6 SEC. 175. ADDRESSING COMMUNITY NOISE CONCERNS.

7 When proposing a new area navigation departure pro-  
8 cedure, or amending an existing procedure that would di-  
9 rect aircraft between the surface and 6,000 feet above  
10 ground level over noise sensitive areas, the Administrator  
11 of the Federal Aviation Administration shall consider the  
12 feasibility of dispersal headings or other lateral track vari-  
13 ations to address community noise concerns, if—

14 (1) the affected airport operator, in consulta-  
15 tion with the affected community, submits a request  
16 to the Administrator for such a consideration;

17 (2) the airport operator's request would not, in  
18 the judgment of the Administrator, conflict with the  
19 safe and efficient operation of the national airspace  
20 system; and

21 (3) the effect of a modified departure procedure  
22 would not significantly increase noise over noise sen-  
23 sitive areas, as determined by the Administrator.

1 SEC. 176. COMMUNITY INVOLVEMENT IN FAA NEXTGEN  
2 PROJECTS LOCATED IN METROPLEXES.

3 (a) COMMUNITY INVOLVEMENT POLICY.—Not later  
4 than 180 days after the date of enactment of this Act,  
5 the Administrator of the Federal Aviation Administra-  
6 tion shall complete a review of the Federal Aviation Adminis-  
7 tration's community involvement practices for Next Gen-  
8 eration Air Transportation System (NextGen) projects lo-  
9 cated in metroplexes identified by the Administration. The  
10 review shall include, at a minimum, a determination of  
11 how and when to engage airports and communities in per-  
12 formance-based navigation proposals.

13 (b) REPORT.—Not later than 60 days after comple-  
14 tion of the review, the Administrator shall submit to the  
15 appropriate committees of Congress a report on—

16 (1) how the Administration will improve com-  
17 munity involvement practices for NextGen projects  
18 located in metroplexes;

19 (2) how and when the Administration will en-  
20 gage airports and communities in performance-based  
21 navigation proposals; and

22 (3) lessons learned from NextGen projects and  
23 pilot programs and how those lessons learned are  
24 being integrated into community involvement prac-  
25 tices for future NextGen projects located in  
26 metroplexes.

1 SEC. 177. LEAD EMISSIONS.

2 (a) STUDY.—The Secretary of Transportation shall  
3 enter into appropriate arrangements with the National  
4 Academies of Sciences, Engineering, and Medicine under  
5 which the National Research Council will study aviation  
6 gasoline.

7 (b) CONTENTS.—The study shall include an assess-  
8 ment of—

9 (1) existing non-leaded fuel alternatives to the  
10 aviation gasoline used by piston-powered general  
11 aviation aircraft;

12 (2) ambient lead concentrations at and around  
13 airports where piston-powered general aviation air-  
14 craft are used; and

15 (3) mitigation measures to reduce ambient lead  
16 concentrations, including increasing the size of run-  
17 up areas, relocating run-up areas, imposing restric-  
18 tions on aircraft using aviation gasoline, and in-  
19 creasing the use of motor gasoline in piston-powered  
20 general aviation aircraft.

21 (c) REPORT TO CONGRESS.—Not later than 1 year  
22 after the date of enactment of this Act, the Secretary shall  
23 submit to the appropriate committees of Congress the  
24 study developed by the National Research Council pursu-  
25 ant to this section.

1 the Administrator shall submit to the appropriate commit-  
2 tees of Congress the study and a summary of the results.

3 **SEC. 190. ENVIRONMENTAL MITIGATION PILOT PROGRAM.**

4 (a) IN GENERAL.—The Secretary of Transportation  
5 may carry out a pilot program involving not more than  
6 6 projects at public-use airports in accordance with this  
7 section.

8 (b) GRANTS.—In carrying out the program, the Sec-  
9 retary may make grants to sponsors of public-use airports  
10 from funds apportioned under section 47117(e)(1)(A) of  
11 title 49, United States Code.

12 (c) USE OF FUNDS.—Amounts from a grant received  
13 by the sponsor of a public-use airport under the program  
14 shall be used for environmental mitigation projects that  
15 will measurably reduce or mitigate aviation impacts on  
16 noise, air quality, or water quality at the airport or within  
17 5 miles of the airport.

18 (d) ELIGIBILITY.—Notwithstanding any other provi-  
19 sion of chapter 471 of title 49, United States Code, an  
20 environmental mitigation project approved under this sec-  
21 tion shall be treated as eligible for assistance under that  
22 chapter.

23 (e) SELECTION CRITERIA.—In selecting from among  
24 applicants for participation in the program, the Secretary  
25 may give priority consideration to projects that—

1 (1) will achieve the greatest reductions in air-  
2 craft noise, airport emissions, or airport water qual-  
3 ity impacts either on an absolute basis or on a per  
4 dollar of funds expended basis; and

5 (2) will be implemented by an eligible consor-  
6 tium.

7 (f) FEDERAL SHARE.—The Federal share of the cost  
8 of a project carried out under the program shall be 50  
9 percent.

10 (g) MAXIMUM AMOUNT.—Not more than \$2,500,000  
11 may be made available by the Secretary in grants under  
12 the program for any single project.

13 (h) IDENTIFYING BEST PRACTICES.—The Secretary  
14 may establish and publish information identifying best  
15 practices for reducing or mitigating aviation impacts on  
16 noise, air quality, and water quality at airports or in the  
17 vicinity of airports based on the projects carried out under  
18 the program.

19 (i) SUNSET.—The program shall terminate 5 years  
20 after the Secretary makes the first grant under the pro-  
21 gram.

22 (j) DEFINITIONS.—In this section, the following defi-  
23 nitions apply:

1 (1) ELIGIBLE CONSORTIUM.—The term “eligi-  
2 ble consortium” means a consortium that is com-  
3 posed of 2 or more of the following entities:

4 (A) Businesses incorporated in the United  
5 States.

6 (B) Public or private educational or re-  
7 search organizations located in the United  
8 States.

9 (C) Entities of State or local governments  
10 in the United States.

11 (D) Federal laboratories.

12 (2) ENVIRONMENTAL MITIGATION PROJECT.—  
13 The term “environmental mitigation project” means  
14 a project that—

15 (A) introduces new environmental mitiga-  
16 tion techniques or technologies that have been  
17 proven in laboratory demonstrations;

18 (B) proposes methods for efficient adapta-  
19 tion or integration of new concepts into airport  
20 operations; and

21 (C) will demonstrate whether new tech-  
22 niques or technologies for environmental mitiga-  
23 tion are—

24 (i) practical to implement at or near  
25 multiple public-use airports; and

1 (ii) capable of reducing noise, airport  
2 emissions, or water quality impacts in  
3 measurably significant amounts.

4 (k) AUTHORIZATION FOR THE TRANSFER OF FUNDS  
5 FROM DEPARTMENT OF DEFENSE.—

6 (1) IN GENERAL.—The Administrator of the  
7 Federal Aviation Administration may accept funds  
8 from the Secretary of Defense to increase the au-  
9 thorized funding for this section by the amount of  
10 such transfer only to carry out projects designed for  
11 environmental mitigation at a site previously, but  
12 not currently, managed by the Department of De-  
13 fense.

14 (2) ADDITIONAL GRANTEES.—If additional  
15 funds are made available by the Secretary of De-  
16 fense under paragraph (1), the Administrator may  
17 increase the number of grantees under subsection  
18 (a).

19 **SEC. 191. EXTENDING AVIATION DEVELOPMENT STREAM-  
20 LINING.**

21 (a) IN GENERAL.—Section 47171 of title 49, United  
22 States Code, is amended—

23 (1) in subsection (a), in the matter preceding  
24 paragraph (1), by inserting “general aviation airport