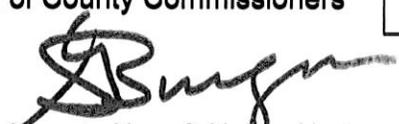


Memorandum

MIAMI-DADE
COUNTY

Date: February 5, 2008

To: Honorable Chairman Bruno A. Barreiro
and Members, Board of County Commissioners

From: George M. Burgess
County Manager 

Subject: Opa-locka Executive Airport, Aircraft Noise Abatement Advisory Task Force
Report Pursuant to Section 2-11.37 (b)

Supplement to
Agenda Item No. 7(B)

The Miami-Dade Board of County Commissioners created the Noise Abatement Task Force on April 10, 2001 by adopting Ordinance No. 01-69. That Task Force has since sunset but continues to meet unofficially. MDAD and the former Task Force members desire to reinstate the group as an aircraft Noise Abatement Advisory Task Force (NATF) for OPF. The purpose of the NATF is to discuss, evaluate and recommend to MDAD alternatives to reduce or mitigate aircraft noise impact on the areas surrounding the airport.

In accordance with Section 2-11.37 (b) of the Code, the following information is provided regarding the proposed establishment of the Opa-locka Executive Airport (OPF) Aircraft Noise Abatement Advisory Task Force (NAATF).

(1) Whether the establishment of the board will create sufficient betterment to the community to justify the Board of County Commissioners' delegation of a portion of its authority.

The OPF-NAATF will serve only on an advisory capacity to the Aviation Department. The purpose of the NAATF will be to bring together a group of citizens of Miami-Dade County to discuss, evaluate and recommend to the Aviation Department alternatives or ideas to reduce or mitigate the aircraft noise impacts on the surrounding areas of OPF.

(2) Whether another board or agency, either public or private, which is already in existence could serve the same purpose.

There are currently no other Boards or agencies in existence that address aircraft noise abatement issues related to Opa-locka Executive Airport. A similar group of citizens will be formed under the Board name "Aircraft Noise Abatement Advisory Committee" for Miami International Airport. However, since the types of aircraft that utilize MIA and OPF are very different, the issues and solutions to aircraft related noise problems will also be different, thus combining the two Airport Boards into one is not advised.

(3) The costs, both direct and indirect of establishing and maintaining the board.

The direct and indirect costs of establishing and maintaining the NAATF are estimated to be \$1,086.00 per year. This amount represents estimated direct costs for advertisement and meeting expenses, contingencies, supplies and staff time. Indirect costs are anticipated to be negligible. The NAATF will be staffed by Aviation Department staff.

(4) Whether the board is necessary to enable the County to obtain State or federal grants or other financing.

While a Board such as this is not required to obtain State or Federal funding both the Florida Department of Transportation–Aviation (FDOT), and the Federal Aviation Administration (FAA) look favorably on aviation projects requiring funding that have been brought before Boards such as this.

(5) Whether the board should have bonding authority.

The NAATF will not have bonding authority.

(6) Whether the board should have final authority to enter into contracts and spend County funds, or whether its contracts expenditures must be ratified by the Board of County Commissioners.

The NAATF will not have the authority to enter into contracts or spend County funds.

(7) Whether the creation of a new Board is in the best method of achieving the benefit desired.

The NAATF is the best way of achieving the desired benefits, as it brings together the Aviation Department, airport users and the community to resolved aircraft noise related issues directly related to a specific airport and specific communities.


Assistant County Manager