



PRESIDENT DONALD J. TRUMP
INTERNATIONAL AIRPORT

NORTH PALM BEACH COUNTY
GENERAL AVIATION AIRPORT

PALM BEACH COUNTY
GLADES AIRPORT

PALM BEACH COUNTY
PARK AIRPORT

**PALM BEACH COUNTY
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**DEPARTMENT OF
AIRPORTS DIRECTOR**

Laura Beebe

DEPARTMENT OF AIRPORTS

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West Palm Beach, FL 33406

PHONE: 561-471-7400

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"An Equal Opportunity Employer"

October 2, 2026

VIA ELECTRONIC SUBMISSION TO DOCKET NO. FAA-2026-10827

Docket Operations
U.S. Department of Transportation
1200 New Jersey Avenue SE, Room W58-213
West Building 5th Floor
Washington, DC 20590-0001

To Whom It May Concern:

On behalf and at the direction of the Palm Beach County Board of County Commissioners (the "County"), the operator and legal sponsor of the President Donald J. Trump International Airport ("DJT" or the "Airport"), the Palm Beach County Department of Airports respectfully submits these comments on the FAA's Notice of Proposed Rulemaking ("NPRM") to establish a Special Flight Rules Area in the vicinity of the Airport (the "Proposed SFRA").

The County commends the FAA's decision to address the U.S. Secret Service's request for restricted airspace in the vicinity of the Mar-a-Lago Club through formal notice-and-comment rulemaking under the Administrative Procedure Act rather than through continuation of the temporary Special Security Instructions ("SSI") that have been in effect since October 20, 2025.

The County recognizes the paramount importance of Presidential security and believes that implementing a Special Flight Rules Area through notice-and-comment rulemaking is the best means of protecting the President while also ensuring public transparency and accountability. A formally established SFRA, developed with public input and due regard for community concerns, is likely to provide clear operating rules while also ensuring that any airspace restriction is no more burdensome than necessary to satisfy national security imperatives.

The County also commends and supports the FAA's decision, reflected in the NPRM, not to establish a "Prohibited Area" over Mar-a-Lago. As the County has consistently urged, a Prohibited Area would be unduly restrictive and severely impact operations at DJT.

The County further agrees with the NPRM's proposal to maintain a Presidential Temporary Flight Restriction ("TFR") when the President is in residence at Mar-

a-Lago. Such a TFR is consistent with the protocols that have traditionally governed Presidential and other VIP movements, appropriately calibrates airspace restrictions to actual security needs, and minimizes both the operational challenges and community impact associated with airspace restrictions in the vicinity of DJT.

I. The Proposed SFRA Should Be More Clearly Explained And Potential Impacts And Mitigation Measures Should Be Evaluated

While the County supports the SFRA framework, the County believes several aspects of the Proposed SFRA warrant further consideration and respectfully offers the following recommendations for the FAA's consideration in developing a final rule.

a. The FAA should explain the need for a continuous, year-round SFRA when the President is not in residence.

The County respectfully requests that the FAA provide additional explanation for the benefit of the affected residents why a continuous, year-round SFRA is necessary when the President is not in residence at Mar-a-Lago and/or Mar-a-Lago is closed for the season. The FAA's authority to restrict public access through the national airspace in the interest of national security is established by 49 U.S.C. § 40103(b)(3), which requires the FAA to "encourage and allow *maximum use of the navigable airspace* by civil aircraft consistent with national security," and prohibit only those aircraft that the FAA cannot "identify, locate, and control." Although the FAA appropriately acknowledges the Secret Service's assessment of necessary airspace restrictions, the FAA has an independent statutory obligation to preserve *maximum* use of the navigable airspace. The NPRM does not include an explanation of how the FAA balanced these considerations.

Second, the County respectfully submits that the Presidential Protection Act does not provide independent authority for a continuous, permanent airspace restriction over Mar-a-Lago. The Presidential Protection Act authorizes the designation of *one* non-governmental property to be secured by the Secret Service, and the President has already exercised that designation with respect to his New York City residence.¹ Accordingly, the County requests that the FAA provide the basis for the Proposed SFRA under Section 40103(b)(3), including an explanation of why specific security concerns could not be addressed through less restrictive measures, such as a TFR when the President is in residence.

b. The FAA should evaluate the impact of the Proposed SFRA on DJT's future capacity.

The future extension of Runway 10R/28L, which is intended to address growing capacity needs and accommodate regional demand, has been included in the County's Airport Master Plan for decades. The FAA has long been aware of these plans and has previously acknowledged that restrictions over Mar-a-Lago "will impact the [County's] plans to extend existing RWY 10R/28L as the efficiency gains

¹ Establishment of Prohibited Area P-75, 91 Fed. Reg. 48255 (July 31, 2026).

would be less than previously anticipated.”² As the FAA is aware, the County has been preparing to initiate the formal planning process for the project, and given the FAA’s acknowledgement that the Proposed SFRA could affect this long-term capital development, the FAA should not establish the Proposed SFRA before evaluating the extent to which those impacts can be avoided or mitigated.

Accordingly, the County respectfully requests that the FAA outline the specific anticipated impacts on the future runway extension project and conduct a comprehensive airspace analysis to determine whether new or revised instrument flight procedures, modifications to the SFRA’s lateral or vertical boundaries and operating conditions, or adjustments to the project itself could help mitigate these issues and preserve the expected benefits of the Runway 10R/28L extension while still meeting any necessary security requirements.

c. The FAA should evaluate the impact of the Proposed SFRA on DJT’s long-standing noise abatement measures.

Prior to the implementation of airspace restrictions over Mar-a-Lago, the County received, on average, less than 100 noise-related comments per year, reflecting the longstanding effectiveness of the County’s noise abatement program.³ Since the restrictions were introduced, however, the County has received more than 12,000 comments and complaints from community members regarding aircraft noise and other environmental effects.

Over several decades, the County, the FAA, aircraft operators, and surrounding communities have collaboratively developed and implemented a suite of noise-abatement measures. These efforts have included, among other elements, operational preferences for runway-heading departures over the ocean and residential sound-insulation programs designed to reduce interior noise exposure. These consensus-based programs have shaped community expectations, informed land-use planning, and supported productive relationships between the Airport and its neighbors.

By permanently directing aircraft operations into areas that historically have not experienced regular aircraft noise and significantly limiting operations immediately east of the Airport, the Proposed SFRA risks undermining these long-standing measures and reducing the value of prior mitigation investments made by both the County and the FAA.

Accordingly, the County respectfully requests the FAA consider the extent to which the County’s existing noise abatement measures can be preserved, adapted, or replaced, consistent with the needs of national security. In particular, the FAA should analyze whether the Proposed SFRA or associated flight procedures can be configured to retain runway-heading departures over the ocean to the greatest extent practicable; whether alternative headings, altitudes, time-of-day limitations, or other procedures could provide comparable noise relief; and whether additional sound insulation programs may be necessary where operational changes expose new or existing communities to

² See Attachment 1.

³ See Approval of Noise Compatibility Program, Palm Beach International Airport, West Palm Beach, FL, 60 Fed. Reg. 34572 (July 3, 1995) (listing noise compatibility measures).

increased noise. The FAA should not eliminate proven noise abatement procedures developed over decades of coordinated planning without demonstrating that less disruptive options are unavailable.

d. The exemption for military, law enforcement, and similar aircraft should be extended to commercial airlines operating under an Aircraft Operator Standard Security Program or similar TSA-approved program.

The County agrees with the NPRM's proposal to exempt military, law enforcement, firefighting, and air ambulance aircraft from the SFRA's operating restrictions. However, the County respectfully requests that the FAA also consider extending a comparable exemption to commercial airlines operating under a TSA-approved Aircraft Operator Standard Security Program (AOSSP). Such an exemption would be appropriate for two reasons.

First, the NPRM recognizes that aircraft operating on assigned instrument procedures under two-way radio communication and with a discrete transponder code are not an inherent security risk. This approach is consistent with the FAA's obligation to avoid restricting aircraft for national security reasons when it is possible to "identify, locate, and control" them.⁴ Commercial airlines operating under TSA-approved security programs provide substantial additional security assurances because airlines' aircraft, crews, passengers, baggage, and operations are subject to comprehensive, federally mandated controls. Those controls include identity verification and screening requirements, secure-access procedures, continuous operational oversight, and the ability of federal authorities to identify the aircraft and operator before departure and throughout the flight. Accordingly, an airline operating under an AOSSP, on an assigned instrument procedure, in two-way radio communication, and using a discrete transponder code is readily identifiable, locatable, and controllable. The County therefore requests that the FAA consider whether such carriers can be included within the operating exemption afforded to military, law enforcement, firefighting, and air ambulance aircraft, consistent with national security requirements.

Second, such an exemption would help preserve the long-term operational efficiency and capacity of DJT by allowing those aircraft that carry minimal security risks to transit the Proposed SFRA. The County respectfully requests that the FAA evaluate whether, consistent with any security exemption provided for commercial carriers, the instrument flight procedures at DJT may be restored to their configuration prior to the establishment of the SSI in October 2025.

The NPRM itself provides support for this request. The FAA explains that the current instrument approach and departure procedures place aircraft at approximately the 0.85 nautical mile mark—inside the proposed one-nautical-mile SFRA boundary—and that aircraft must enter the SFRA to safely land or depart on Runway 10L/28R. Because the NPRM recognizes that aircraft operating under an assigned procedure with a discrete transponder code and two-way radio communication can be identified, located, and controlled, the County requests that the FAA consider whether the prior procedures would provide comparable security safeguards. Those procedures would materially

⁴ 49 U.S.C. § 40103(b)(3).

reduce the noise and operational burdens experienced by the surrounding communities while only bringing aircraft marginally closer to Mar-a-Lago.

e. The FAA should reduce the ceiling of the SFRA to 1,000 feet, or provide an explanation for a higher ceiling than the Secret Service requested.

In the NPRM, the FAA proposes to extend the vertical limit of the SFRA to 2,000 feet, which is 1,000 feet above the ceiling requested by the Secret Service; therefore, the County requests a more detailed explanation of the FAA's proposed 2,000-foot ceiling. The NPRM states that the FAA and the Secret Service "agreed" to a 2,000-foot ceiling because the additional altitude would "allow more time to respond to any threats in the area." That statement does not disclose what analysis was performed, what response scenario was evaluated,⁵ how much additional response time the higher ceiling would provide, or why that incremental time is operationally significant. More fundamentally, the unrequested increase in the Proposed SFRA's ceiling appears to be in conflict with the FAA's statutory obligation to "encourage and allow *maximum* use of the navigable airspace by civil aircraft consistent with national security." The statute requires the FAA to reconcile both objectives, not simply adopt the most restrictive alternative. The need for a clear explanation is especially important because the Secret Service, the agency responsible for presidential protection, did not request a 2,000-foot ceiling. If a 1,000-foot ceiling was sufficient to meet its security objectives, it would be helpful for the FAA to clarify the basis for selecting a 2,000-foot ceiling, including how it assessed the associated effects on civil aviation operations before determining that the higher altitude was warranted.

It also appears the FAA's own analysis is inconsistent with the NPRM's conclusion that raising the ceiling from 1,000 to 2,000 feet would not affect additional operations. In developing the SSI, the FAA's analysis indicated that nearly all aircraft departing the Airport to the east were well above 1,000 feet when overflying Mar-a-Lago; therefore, it appears that a 2,000-foot ceiling would capture operations that a 1,000-foot ceiling would not.⁶ Significantly, these operations are also among the loudest operations at the Airport because of aircraft engine settings on departure. Accordingly, the County respectfully requests that the FAA identify the analysis supporting an increase in the SFRA ceiling to 2,000 feet and explain why any incremental benefit justifies the corresponding noise impact on surrounding communities.

⁵ The County also notes that the NPRM does not indicate whether the U.S. military or other government agencies may rely on the use of lethal force to enforce the SFRA. Such an enforcement mechanism would be extremely material to the public and Airport users, and the County urges the FAA to disclose and obtain public comment on any such proposal. See Washington, DC Metropolitan Area Special Flight Rules Area, 73 Fed. Reg. 76195 (Dec. 16, 2008) (discussing the potential for lethal force at length in connection with the establishment of the SFRA over Washington, D.C.).

⁶ Attachment 2.

f. The SFRA should be deactivated when Mar-a-Lago is closed or is no longer necessary for national security.

The County also requests that the FAA consider providing for deactivation of the Proposed SFRA during the period each year when Mar-a-Lago is closed and the President has no regular presence at the property. A seasonal approach could appropriately align the restriction with the circumstances giving rise to the security need while reducing costs to the Airport and surrounding communities. The County therefore recommends that the final rule include a mechanism for deactivation during the Mar-a-Lago off-season and reactivation when warranted.

The County also recommends that the final rule address any future scenario in which Mar-a-Lago ceases to serve as the President's residence, no longer qualifies as non-governmental property under the Presidential Protection Act, or the national security justification for the restriction materially changes. To help ensure that the SFRA remains appropriately tailored over time, the FAA should provide for periodic reevaluation of the continued need for the restriction and establish a clear, publicly noticed process for its modification or termination as circumstances warrant.

II. A More Comprehensive Regulatory Impact Analysis Is Warranted

The County also believes that the NPRM's Regulatory Impact Analysis ("RIA") rests on a materially flawed baseline. The RIA measures the costs and benefits of the Proposed SFRA against the current, temporary SSI rather than the conditions that existed *before* the SSI were implemented.

This choice of baseline has significant substantive consequences. It leads the RIA to conclude that the Proposed SFRA "would have no additional cost" compared with current conditions, but that comparison does not address the costs attributable to the restriction relative to the operating environment that would exist in its absence. Because the SSI was implemented in October 2025 without any cost-benefit or other analysis, using it as the baseline incorporates the effects of that earlier, unexamined action into the Proposed SFRA's cost accounting and assumes that those effects would continue indefinitely. In the County's view, that reasoning is circular and does not provide a sound basis for evaluating the Proposed SFRA. The FAA should therefore revise the RIA to assess the Proposed SFRA against DJT's operating environment *before* October 20, 2025, or provide a reasoned explanation for selecting a different baseline.

The County is also concerned that the RIA does not account for costs borne by residents and property owners on the ground. The flight path changes initiated with the SSI, and that would effectively continue under the Proposed SFRA, have resulted in significant and documented effects on surrounding communities, including increased noise exposure and other adverse effects. Indeed, the FAA has already received hundreds of comments on the Proposed SFRA from residents documenting these impacts. However, the RIA does not attempt to quantify or otherwise address these impacts. A complete analysis should account for the reasonably foreseeable costs of the Proposed SFRA to the Airport and the communities surrounding DJT.

Likewise, the RIA does not account for the costs to the Airport and the traveling public resulting from diminished capacity to accommodate future demand. The FAA has already acknowledged that

restrictions over Mar-a-Lago may affect the County's long-planned extension of Runway 10R/28L by reducing the efficiency gains that the project was intended to provide; however, the RIA does not acknowledge that consequence or attempt to quantify it. The FAA should consider the possibility of reduced runway utilization, increased delay, diminished operational flexibility and resilience, and constraints on future growth of the Airport, and consider whether new or modified flight procedures, changes to the SFRA's lateral or vertical limits, exemptions for identifiable and controllable aircraft, other operational measures, or reasonable modifications to the project itself could preserve some or all of the anticipated benefits of the runway extension.

Finally, the "alternative" baseline presented in the NPRM, which assumes indefinite extension of the existing SSI, is not a meaningful alternative. Because the comparison does not meaningfully show whether the Proposed SFRA is justified when measured against any independently supportable baseline, the County requests a more meaningful alternatives analysis comparing the Proposed SFRA with: (1) the pre-October 2025 operating environment; (2) a residence-only TFR; and (3) a modified SFRA incorporating the improvements described above. Such comparisons would provide the FAA and the public with a more complete basis for evaluating the costs, benefits, and available options in implementing the Secret Service's request.

III. A More Comprehensive Environmental Review Is Warranted

Lastly, the County is concerned that the level of environmental review described in the NPRM is not sufficient to support adoption of the Proposed SFRA. The NPRM states the FAA's determination that the Proposed SFRA is categorically excluded from further environmental review pursuant to Paragraph B-2.6(f) of Appendix B to FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*. For the reasons explained below, the County respectfully submits that the asserted categorical exclusion does not apply and that, before issuing a final rule, the FAA should prepare at least an Environmental Assessment ("EA") that evaluates the reasonably foreseeable environmental effects of the SFRA and associated changes to the Airport's arrival and departure procedures, and make that analysis available for meaningful public review.⁷

Paragraph B-2.6(f) of Appendix B to FAA Order 1050.1G does not provide an appropriate basis for categorical exclusion. Paragraph B-2.6 applies only to "actions involving compliance with, or exemptions to, regulatory programs or requirements." The Proposed SFRA is neither an action involving compliance with an existing regulatory program or requirement nor an exemption from such a program or requirement. It is an affirmative airspace action establishing a continuous restriction on where and under what conditions aircraft may operate in the vicinity of DJT. The Proposed SFRA should instead be considered under Paragraph B-2.5, which addresses air traffic and airspace actions. None of the categorical exclusions listed in Paragraph B-2.5 encompasses establishment of an SFRA. Accordingly, the County requests that the FAA reconsider its categorical exclusion

⁷ The FAA must also consider the impacts of the Proposed SFRA on historic properties and other public resources, in accordance with the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act.

determination and undertake the environmental study and public consultation necessary to evaluate the Proposed SFRA's impacts.

Even if Paragraph B-2.6(f) were otherwise applicable, the FAA could invoke a categorical exclusion only after evaluating whether “extraordinary circumstances” require preparation of at least an EA. FAA Order 1050.1G identifies relevant circumstances that include actions whose environmental effects are likely to be highly controversial, actions that may affect noise over noise-sensitive areas, and actions affecting historic and cultural resources. The NPRM does not set out the FAA's evaluation of those considerations. The record developed since implementation of the SSI in October 2025, including thousands of noise complaints, multiple public meetings, and ongoing litigation, demonstrates that “extraordinary circumstances” are present; therefore, the County requests that the FAA evaluate these potential extraordinary circumstances, disclose the data and analysis supporting its conclusions, and provide the public a meaningful opportunity to review and comment on that analysis before the agency takes final action.

The County also requests that the FAA evaluate the Proposed SFRA together with the changes to arrival and departure procedures implemented in connection with the October 2025 SSI. The administrative record provided by the FAA in the related litigation makes clear that the SFRA, the SSI, and the associated redesign of DJT's arrival and departure procedures were conceived and implemented as components of a single coordinated governmental response.⁸ Evaluating the Proposed SFRA in isolation would not provide the agency or the public with a complete understanding of the environmental consequences of making restrictions over Mar-a-Lago permanent. A legally sufficient review must study and disclose the direct, indirect, and cumulative impacts of the SFRA together with the changes to the Airport's arrival and departure procedures.

The FAA's prior position in the related litigation further supports conducting at least an Environmental Assessment of the Proposed SFRA. In its answering brief, the FAA stated at page 36 that environmental review was not required for the October 2025 SSI because that measure was “temporary” and any permanent restriction would be pursued through notice-and-comment rulemaking under the APA. This rulemaking is therefore the appropriate stage for the FAA to study the environmental consequences of a continuing restriction, disclose those consequences to affected communities, and consider public input before deciding whether and in what form to adopt a final rule. Proceeding on the basis of a categorical exclusion would leave the environmental impact of both the temporary and permanent airspace restrictions over Mar-a-Lago undisclosed, without meaningful public review.

For these reasons, the County respectfully urges the FAA to prepare and publicly circulate an EA for the Proposed SFRA before issuing a final rule. This process would create a transparent factual record, support informed agency decision-making, and ensure that any final rule appropriately accounts for the environmental consequences of the proposed action.

⁸ Attachment 3.

IV. Conclusion

The County appreciates the FAA's use of notice-and-comment rulemaking to address Presidential security in the vicinity of Mar-a-Lago and looks forward to continued engagement on these important issues. The County urges the FAA to modify the Proposed SFRA to: (1) provide a detailed basis under 49 U.S.C. § 40103(b)(3) for any continuous, year-round restriction, including an explanation of why less restrictive measures would not adequately address the identified security concerns; (2) evaluate the impact of the Proposed SFRA on the Airport's future capacity and existing noise abatement programs; (3) extend the operating exemption to commercial carriers operating under TSA-approved security programs; (4) in conjunction with that exemption, evaluate restoration of the pre-October 2025 instrument flight procedures for air carrier use; (5) establish clearly defined procedures for deactivating the SFRA when Mar-a-Lago is closed for the season and for periodically reevaluating the continued need for the restriction; (6) revise the Regulatory Impact Analysis to use the pre-October 2025 operating environment as its baseline and account for reasonably foreseeable costs to the Airport and surrounding communities; and (7) prepare and circulate an Environmental Assessment that evaluates the Proposed SFRA together with the changes to the Airport's arrival and departure procedures, studies their environmental impacts, assesses reasonable alternatives, discloses the supporting data and methodologies, and provides affected communities a meaningful opportunity for review and comment before a final decision.

The County again commends the FAA's decision to address the U.S. Secret Service's request for restricted airspace in the vicinity of the Mar-a-Lago Club through formal notice-and-comment rulemaking under the APA, and stands ready to work collaboratively with the FAA and the U.S. Secret Service to develop a final rule that provides robust Presidential security while preserving DJT's operational viability and appropriately protecting the communities that surround the Airport.

Sincerely,

**Laura
Beebe M.**

Digitally signed by Laura Beebe M.
DN: DC=org, DC=palmdgov, CN=
Enterprise, OU=PBIA, OU=Users, CH=
Laura Beebe M., E=lmb@palmd.gov
Reason: I am approving this document.
Location: Laura Beebe
Date: 2026.10.01 17:02:03-0400
Foxit PDF Editor Version: 12.1.0

Laura M. Beebe
Executive Director
Palm Beach County Department of Airports

cc: Palm Beach County Board of County Commissioners
Joseph Abruzzo, County Administrator, Palm Beach County
Patrick Rutter, Chief Deputy County Administrator, Palm Beach County
David Ottey, County Attorney, Palm Beach County

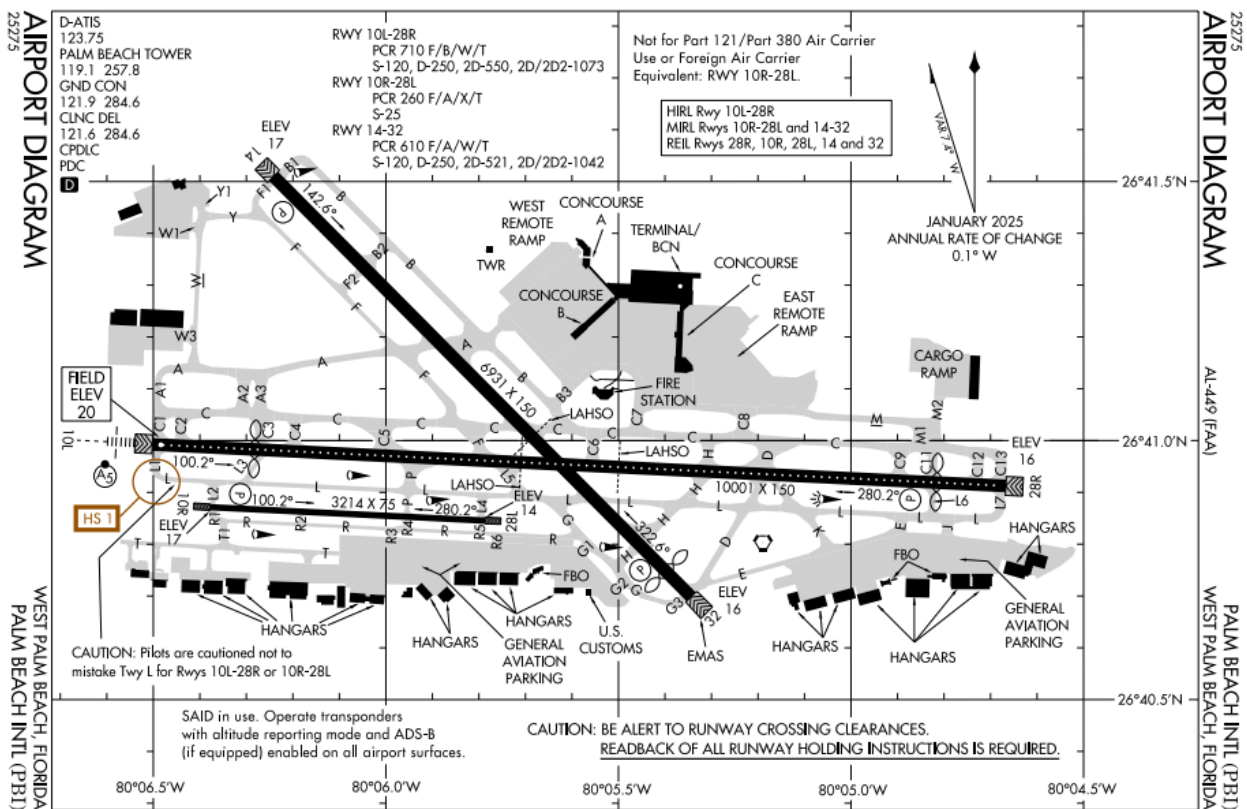
Attachment 1

Mar-a-Lago Temporary Flight Restriction and Future Airspace Constraints November 2025

Bottom Line Up-Front:

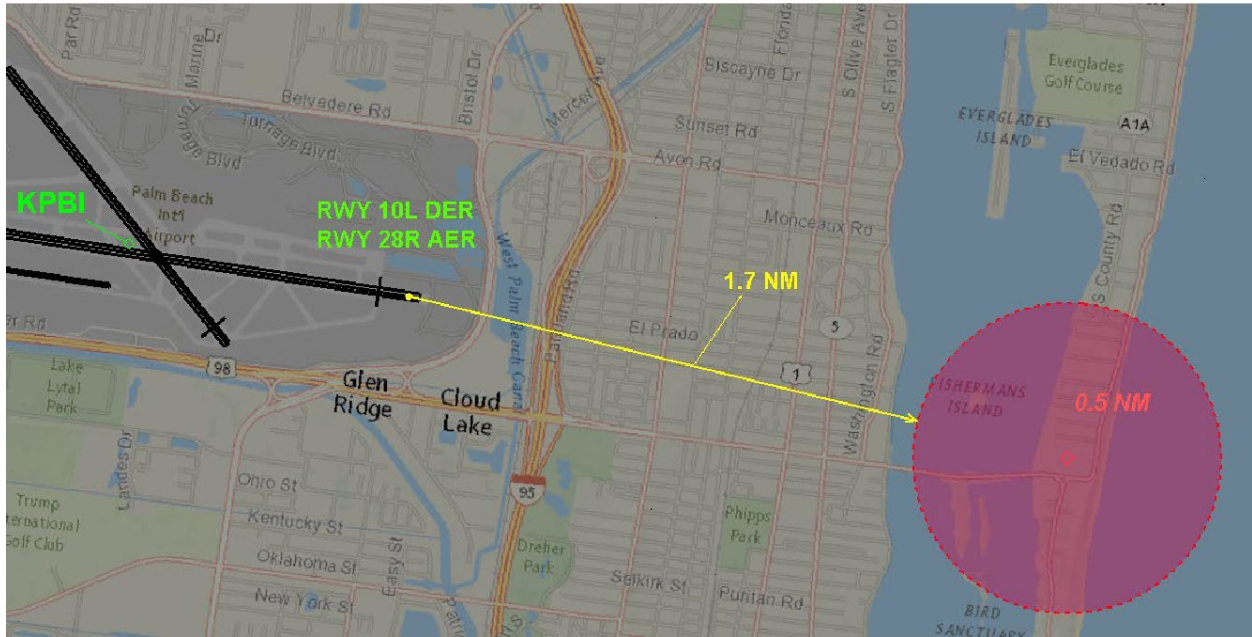
At the request of the United States Secret Service (USSS), a full-time Temporary Flight Restriction (TFR) was created over Mar-a-Lago to address enhanced terroristic threats (according to the USSS). Unlike previous presidential TFRs, this TFR continues to remain active irrespective of the President's presence at Mar-a-Lago. Additionally, this TFR is anticipated to be codified as a Special Air Traffic Rules Area in January 2026. At its closest point, the TFR is located 1.7 nautical miles from the threshold of RWY 28R. The TFR results in impacts to airport operations, airport development plans, and changes to the noise footprint experienced by local residents.

Palm Beach International Airport (KPBI) Diagram



Location of TFR Relative to KPBI

(TFR identified by Red Circle over Mar-a-Lago)



Operational Impacts – The TFR impacts approximately 17 instrument flight procedures (IFPs); it is estimated 13 will require amendments, and approximately 4 will no longer be usable and will be cancelled. To accommodate these impacts, Air Traffic Controllers are currently vectoring aircraft around the TFR and a Letter to Airmen has been issued to enhance pilots’ awareness and expectations. Amended flight procedures will be published on 1/22/2026 at which time, the additional vectoring by air traffic control should no longer be required.

In addition to the impacts to IFPs, the additional vectoring increases air traffic controller workload and has reduced the peak airport arrival rate from 28 to 24 arrivals per hour.

Airport Development Plan Impacts – It is anticipated that the TFR will be codified in 14 CFR Part 93, *Special Air Traffic Rules*, which will replace the TFR in 2026, but maintain the restrictions to the airspace. As a permanent change, this will impact the Airport Operator’s plans to extend existing RWY 10R/28L as the efficiency gains would be less than previously anticipated. According to the FAA’s Terminal Area Forecast, the airport accommodated 174,453 operations in 2024, and 225,503 operations are forecast for 2045. In addition, the TRACON handled 444,253 operations in 2024, and 593,045 are forecast in 2045.

Noise Impacts – The current vectoring and upcoming changes to instrument flight procedures route and concentrate air traffic over noise sensitive areas that previously experienced this level of noise only occasionally, such as during the President’s visits to

Mar-a-Lago. This concentration of overflights has prompted numerous public complaints, congressional interest, and interest from the Airport Operator.

Regarding the National Environmental Policy Act (NEPA), which requires major federal actions to be reviewed for potential environmental impacts, the FAA is considering the amendments to instrument flight procedures in proximity of the airport to be required by the USSS for national protection. As a result of the lack of FAA's decision making authority in implementing these changes, the FAA is suggesting these changes are ministerial and not subject to NEPA. While there is precedent for forgoing NEPA review, this has the potential to be challenged through litigation.

Next Steps – The following identifies our planned next steps from the Southern Region Administrator's Office:

- **Airport Outreach:** In response to a November 18, 2025 letter received from the Palm Beach International Airport – Department of Airports, we intend to host a meeting with the Department of Airports to discuss the changes and understand their concerns.
- **Congressional and Elected Official Outreach:** Respond to the written congressional inquiry from Senator Ashley Moody. Host an elected Officials meeting to discuss the changes.
- **Public Outreach:** Create an education video or webinar to explain the changes.

Note: In addition to the above, the ATO will host a meeting with the aviation stakeholders to discuss the changes.

Attachment 2

Fw: Mar A Lago Traffic Study

From: "Arel, Timothy (FAA)" <timothy.arel@faa.gov>
To: "Shackleford, Jacqueline (FAA)" <jacqueline.shackleford@faa.gov>
Date: Wed, 19 Mar 2025 09:39:59 +0000
Attachments: Mar A Lago Traffic Study.pptx (884.94 kB)

and please print these as well. Thank you

From: Fiebelkorn, Travis (FAA) <travis.fiebelkorn@faa.gov>
Sent: Tuesday, March 18, 2025 5:33:11 PM
To: Arel, Timothy (FAA) <timothy.arel@faa.gov>
Subject: FW: Mar A Lago Traffic Study

Let me know what you think of this. And not to worry....I have my guy in California working on this so it's within working hours 😊

Travis Fiebelkorn

Director (A), AJR-2
Air Traffic Organization (ATO) | System Operations | Security
Federal Aviation Administration

Mobile: 202-302-8426

Office: 202-267-0645

***Secure email available by request**



FAA
Air Traffic Organization

Warning: This email may contain Controlled Unclassified Information that is controlled under 49 CFR parts 15 and 1520. No part of this email may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administration or Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

From: Hamann, James (FAA) <james.hamann@faa.gov>
Sent: Tuesday, March 18, 2025 5:23 PM
To: Fiebelkorn, Travis (FAA) <travis.fiebelkorn@faa.gov>
Cc: Cady, Eric T (FAA) <Eric.T.Cady@faa.gov>
Subject: Mar A Lago Traffic Study

Travis,

Please see attached and let me know if you need any edits.

00092

Best regards,

J. Michael Hamann

HQ Senior Representative to CBP Air & Marine Operations Center (AMOC), AJR-2
Air Traffic Organization | System Operations Services | System Operations Security
Federal Aviation Administration

Cell Phone: (202) 317-0996

James.Hamann@faa.gov

James.M.Hamann@othergovagency.cbp.dhs.gov

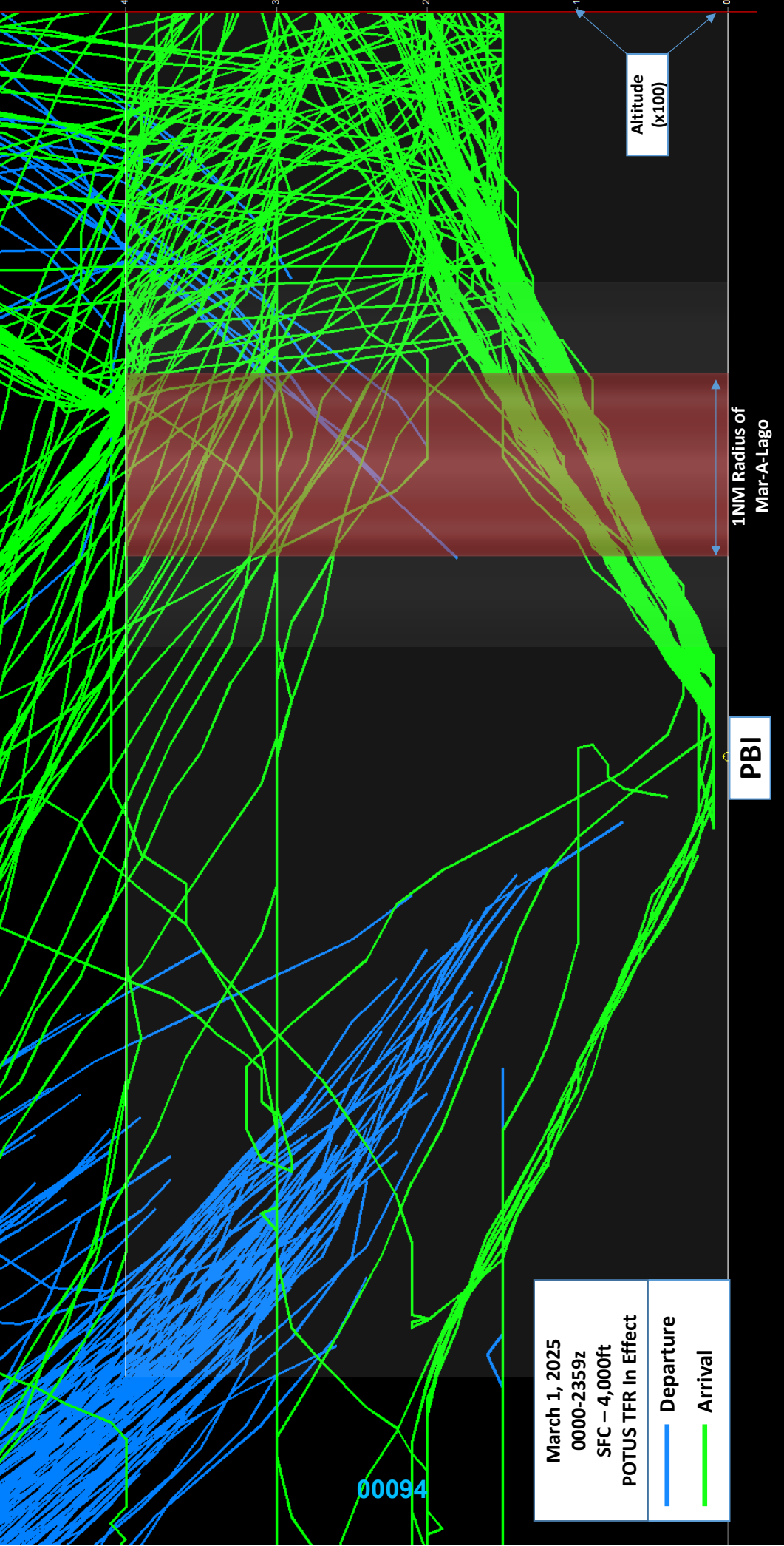
James.Hamann@dhs.sgov.gov

JMHamann@dhs.ic.gov



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March 1, 2025
0000-2359z
SFC – 4,000ft
POTUS TFR In Effect

Departure

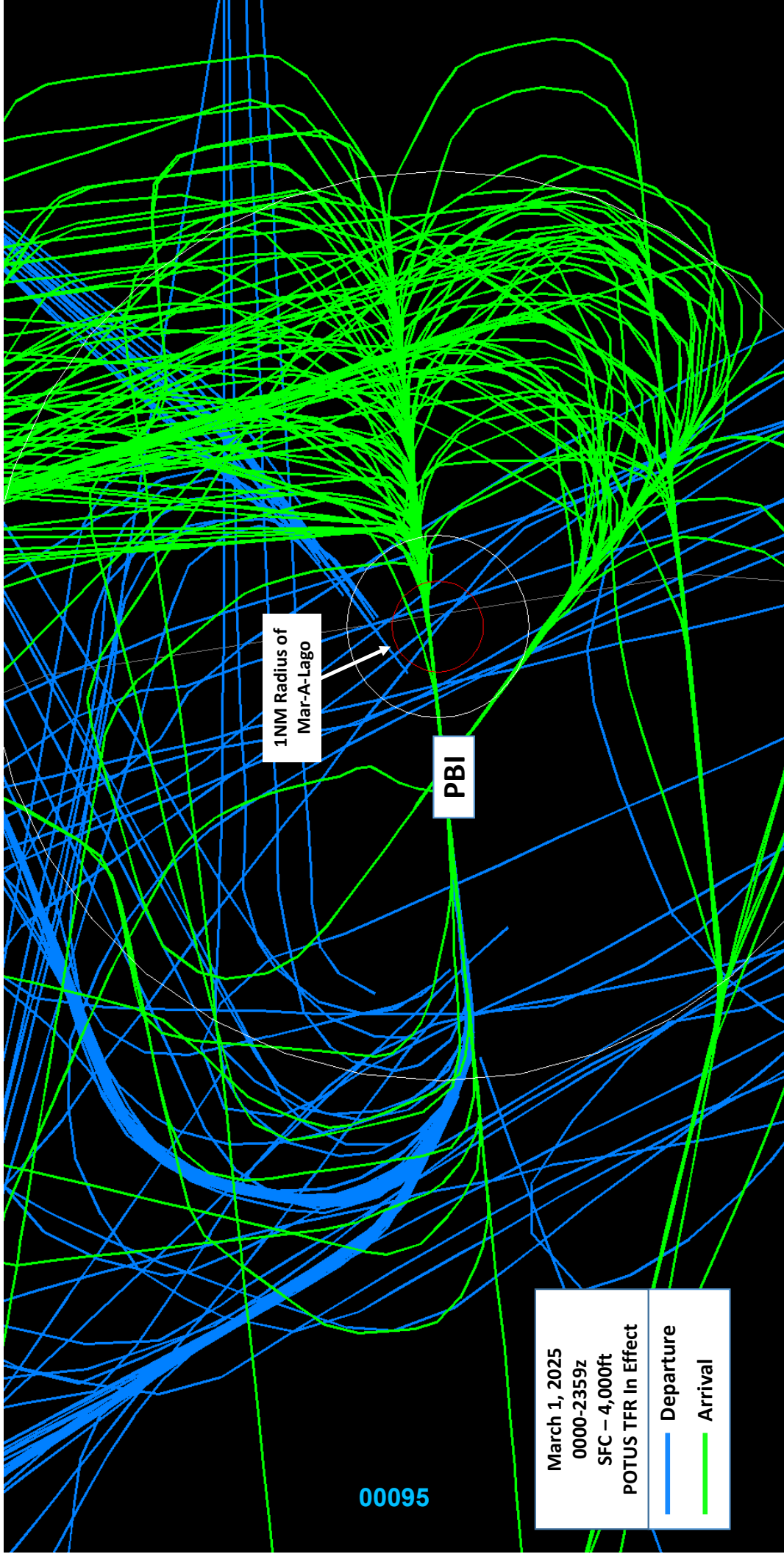
Arrival

PBI

1NM Radius of
Mar-A-Lago

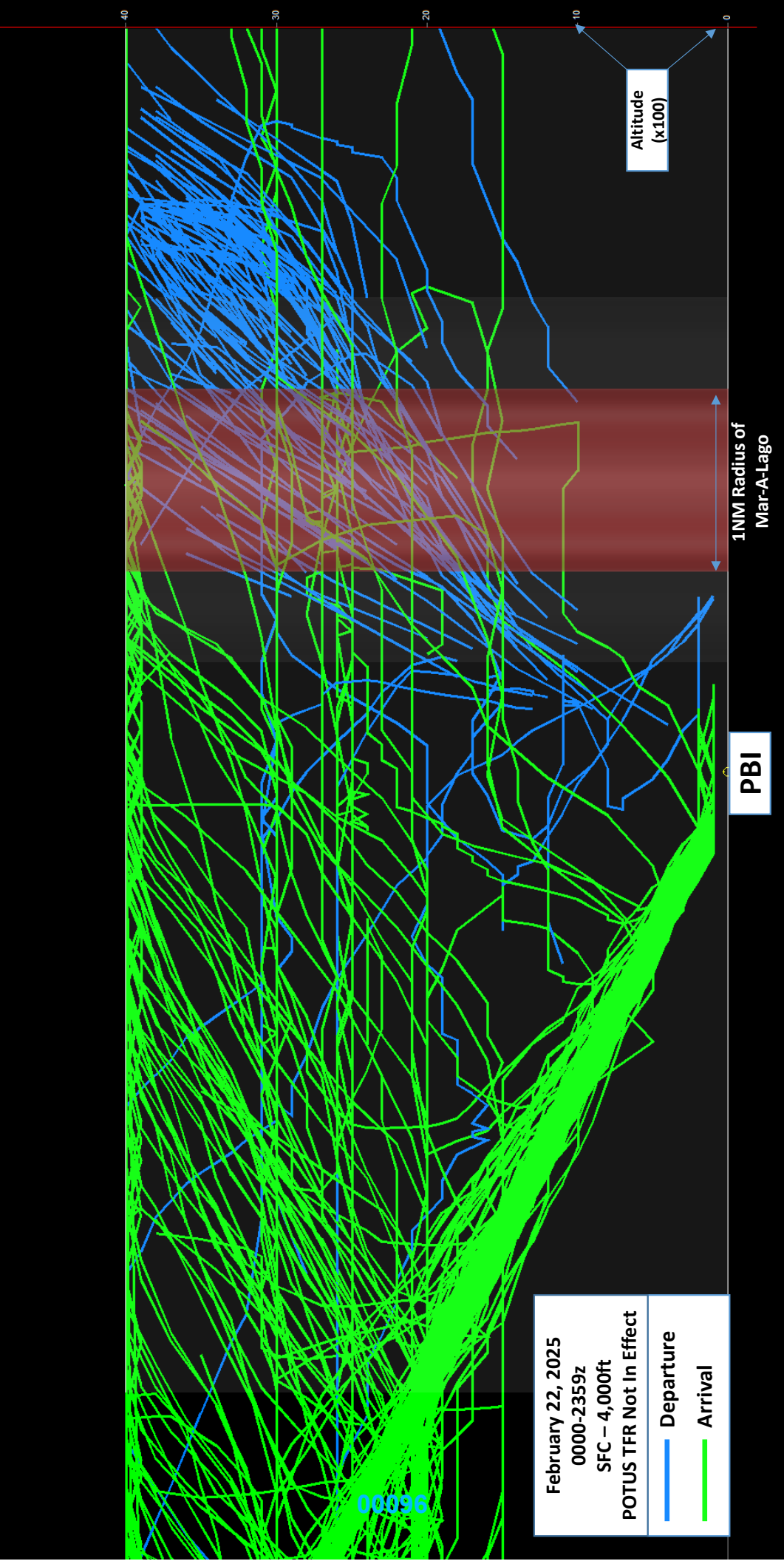
Altitude
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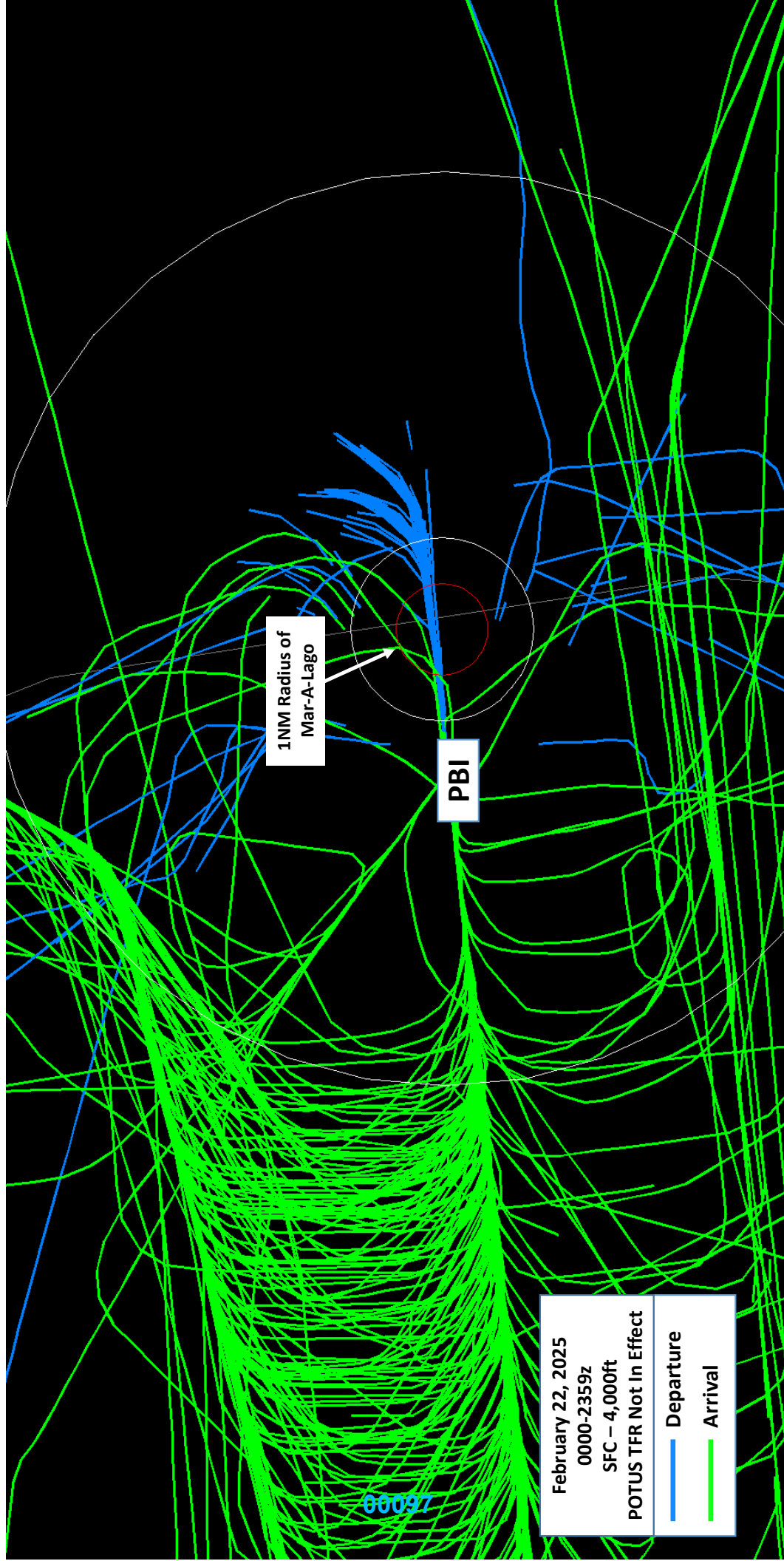
00094



March 1, 2025 0000-2359z SFC - 4,000ft POTUS TFR In Effect	Departure Arrival
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00095





February 22, 2025
0000-2359z
SFC - 4,000ft
POTUS TFR Not In Effect

	Departure
	Arrival

00097

Attachment 3



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., SW.
Washington, DC 20591

October 10, 2025

Sean M. Curran - Director
United States Secret Service
245 Murray Ln SW
Washington, DC 20223

Re: United States Secret Service (USSS) Request for Establishment of Permanent Flight Restrictions

Dear Mr. Curran,

I am providing the following proposed implementation plan in response to your letter dated September 16, 2025.

Background:

The United States Secret Service (USSS) has requested the establishment of flight restrictions for two areas under 14 CFR § 99.7, citing adverse threat intelligence and the agency's mission requirements. The requested restrictions cover Trump Tower (New York City) and Mar-a-Lago (West Palm Beach). As part of our ongoing assessment of potential airspace changes surrounding Mar-a-Lago, particularly the establishment of future permanent restrictions that would impact RWY 10L/28R, we have analyzed the operational implications and developed a recommended action plan for consideration.

Implementation Plan:

Step 1: Establish Special Security Instructions (§ 99.7 TFR) with a radius from **1 NM**—with a maximum altitude limit of **2,000 feet AGL**, restricting all aircraft except those IFR operations established on an instrument flight procedure or departure clearance designed to keep aircraft flight paths outside a $\frac{1}{2}$ NM radius. Implement additional local procedures requiring assignment of RNAV (RNP) W or RNAV (GPS) X Approaches to Runway 28R to the maximum extent possible and assigned departure headings for Runway 10L, unless operational necessity requires otherwise. Suspend Runway 10R departures initially until new procedures are developed and use Runways 14/32 to the maximum extent practical

Establish a § 99.7 TFR with a radius from 1 NM—with a maximum altitude limit of 1,000 feet AGL over Trump Tower excluding airspace over the Hudson and East Rivers.

Step 2: Near-term procedure development will be completed by October 26, 2025. This requires review of all departures, arrivals, and approaches intersecting the restricted airspace. Redesigned

procedures to avoid the 1 NM radius, wherever possible, and keep aircraft flight paths outside a ½ NM radius.

Step 3: Complete final amendments and publication by January 22, 2026. Secure approvals from Flight Standards, Air Traffic Organization, and affected stakeholders. Completion date aligns with FAA charting cycles for formal publication.

Step 4: Complete rulemaking to implement a Prohibited Area over Trump Tower, and a Special Air Traffic Rule (part 93) making the Mar-a-Lago restrictions permanent.

Step 5: Initiate the process to extend Runway 14/32 and reduce reliance on Runway 10L for commercial operations. The extension will include the installation of an Instrument Landing System (ILS) and an Engineered Material Arresting System (EMAS).

Enclosed are graphic depictions of the proposed departure procedure for Mar-a-Lago.

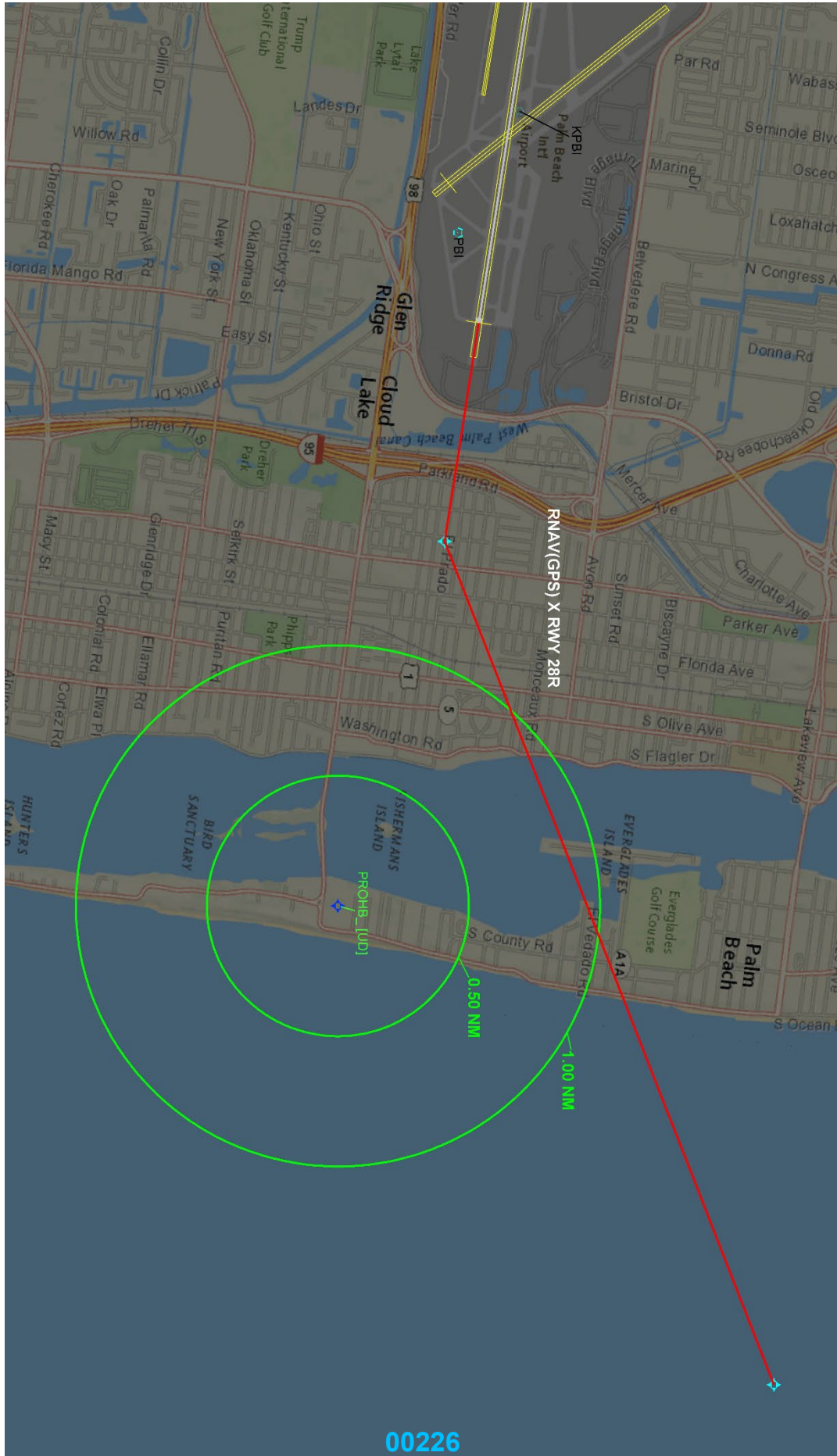
Please let me know if you have any questions or concerns.

Sincerely,

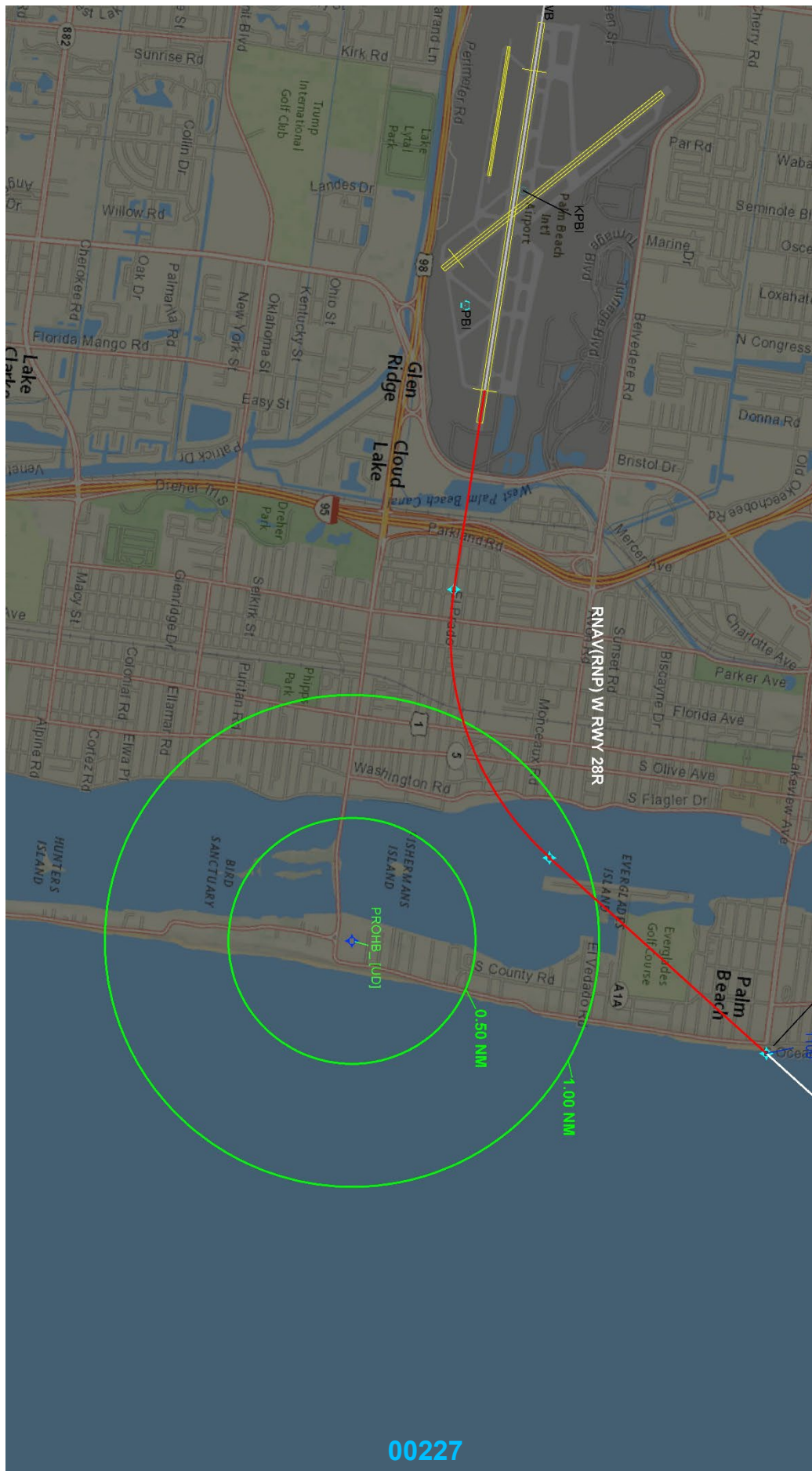
A handwritten signature in black ink that reads "Bryan Bedford". The signature is written in a cursive, flowing style.

Bryan Bedford
Administrator

Current RNAV (GPS) X Runway 28R Approach Procedure



Current RNAV (RNP) W RWY 28R Approach Procedure



Radar Vector Departures RWY 10L and RWY 14

