

# CONGRESSWOMAN LOIS FRANKEL BRIEFING

## Harsh New Mar-a-Lago TFR Noise Impacts

The ParAvion Group – *Advanced Solutions for Complex Challenges*

December 2, 2025, 3:30 pm by Zoom meeting

### **Current Situation**

*Suddenly without warning or notice, on October 20, 2025, at 12:01am, the FAA changed PBIA flight procedures. Residents living northeast of PBIA on Palm Beach Island and West Palm Beach were immediately impacted by changes to flights into and out of PBIA. Numerous schools, both private and public, as well as residents, are now under the new flight paths and have never suffered airport noise impacts before. Cause - the US Secret Service (USSS) mandated the FAA to make permanent changes to protect Mar-a-Lago from the fly over of any aircraft – regardless of whether Trump was in residence or not. This was never done before by the USSS or FAA at any non-White House residence used by a US President.*

### **Issue**

(1) The FAA mandated a 'full time' Temporary Flight Restriction (TFR) when jets takeoff and land east circumventing Mar-a-Lago. This has caused alarm and anger due to large jets departing east over residential areas. Previously, TFRs were only used when Trump was there. Now, noisy jets turn left from the airport, pass over Belvedere Road, then Everglades Island, and then over downtown Palm Beach - triggering a large, harsh environmental noise impact to those neighborhoods and schools.

(2) The FAA mandated two new approach path procedures when jets takeoff and land west. This causes jets to fly very low over Palm Beach Island south of the Breakers Hotel. This means all jet aircraft into and out of PBIA fly over residential areas that never before experienced any jet noise. This has triggered a large, harsh environmental noise impact to those neighborhoods and schools.

### **Federal Rule**

These new flight path changes required major environmental impact studies (EIS) and approval prior to being implemented. The FAA is responsible for EIS documents and noise studies related to PBIA and directs Palm Beach County on how they share the responsibilities and requirements. These studies address aircraft flight noise and compatible land use around the airport. PBIA and Palm Beach County are bound by runway use and flight procedures that conform to all past EIS approvals. Those past requirements are being ignored due to the new changes. Entirely new residential areas, businesses, and schools under the new flight paths never affected before, are now adversely affected.

## **Conclusion**

All four stakeholder parties – affected communities, Palm Beach County, FAA, and the USSS - must agree and commit to common solutions that promote community and flight safety, noise abatement, and adhere to Federal Environmental Impact Analyses and procedural processes.

The newly implemented flight procedures are flawed and hastily implemented. Departing flights have unknowingly penetrated the TFR on departure – flying directly over Mar-a-Lago. The new arrival procedures over Palm Beach Island are overly complex and are not easily adhered to by all pilots. Several pilots ignore them completely trying to perform a steep turn to align with the runway. This violates established 'stabilized approach' requirements for pilots of large airline transport jets. PBIA and the Palm Beach County (owner) have been required to adhere to Environment Impact Study requirements and abate aircraft noise for over fifty years. Time and effort have been spent buying out entire neighborhoods and sound proofing homes due to past EIS requirements. Now overnight, much of the past noise abatement efforts have been discarded and are irrelevant. Now, new areas under the new flight paths are adversely affected and will require the same noise abatement efforts.

## **The ParAvion Group**

*Advanced Solutions for Complex Challenges In Aviation and Aviation Environmental Requirements. DeWitt Ingram, Founder and CEO. Randi Barenholtz, Solution Architect.*

- Created and published the first ever in the U.S. National Airspace System, (NAS) - advanced Radio Navigation (RNAV) flight departure procedure for Runway 10 Right (10R) that provided
  - 1) litigation settlement for the Trump v. Palm Beach County lawsuit and
  - 2) reduced noise from PBIA in accordance with Environmental Impact Studies (EIS)
- Created and published FAA Air Traffic Procedural Letter of Agreements (LOAs), in collaboration with PBIA Department of Airports (DOA), that created procedures used by PBI Air Traffic Controllers to comply with PBIA EIS requirements.
- Professional Airline Captain and Corporate Pilot with thirty-five years of experience at PBIA
- FAA Flight and Ground Procedural Expert at PBI Air Traffic Control Tower creating and publishing flight and ground safety procedures for PBIA and the surrounding communities
- Federal Aviation Regulation (FAR) Part 139 Certified Airline Transport Airport Operator at PBIA – employed by PBIA Department of Airports
- FAA Public and Intergovernmental Liaison Representative to the aviation community at PBIA and Palm Beach County for Airport Development, Noise Abatement, for both flight and airport procedures
- FAA Liaison to the aviation community for PBIA, North County General Aviation Airport (F45), and Lantana Airport (LNA)
- FAA Media and Public Relations representative at PBIA
- Developed North County General Aviation Airport flight procedures
- National Weather Service (NWS) Certified Aviation Weather Instructor