Florida House of Representatives

Representative Emily Gregory

District 87

Email: Emily.Gregory@flhouse.gov

May 28, 2026

Laura Beebe
Director of Airports
Palm Beach County Department of Airports
846 Palm Beach International Airport
West Palm Beach, FL 33406

RE: *Communication to United States Secret Service concerning the Presidential Temporary Flight Restriction*

Dear Director Beebe:

The Office of Palm Beach County Commissioner Gregg Weiss and my state office represent thousands of constituents in the Town of Palm Beach and City of West Palm Beach negatively affected by the Presidential *Temporary* Flight Restriction (TFR), *emphasis added,* that has been in place 24 hours daily, 7 days weekly, since October 20, 2025, a period of six (6) months, over the United States President's estate at Mar-a Lago Club in the Town of Palm Beach.

The Federal Aviation Administration (FAA) has implemented a one-mile no fly zone in the airspace of the club. The estate sits approximately four (4)-miles east of the Palm Beach International Airport (PBI). Under the TFR, flights approaching and leaving the airport from the east divert their traditional flight paths to northeast of the airport by a single nautical mile, newly thundering directly over these constituents' residences, businesses and schools. This does not amount to a minor nuisance, rather a structural shift that is actively damaging quality of life.

Constituents understand and support the United States Secret Service's (USSS) top priority to provide the highest level of security to the President of the United States. That understanding and support of the community will continue. In turn, government agencies value their neighbors and understand the concerns about noise and environmental impacts. Proximity to aircraft affects the volume of sound you hear. Aircraft flights have a determinate impact on the daily life of those residing in the vicinity of the airport. Noise is mitigated by implementation of noise-reducing flight patterns and arrival/departure procedures. *See* Community Portal [last visited May 21, 2026]. Commissioner Weiss and I offer the following in support of lifting the TFR while Mar-a-Lago is closed to the public and the President is not in residence there.

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- Multiple electronic airplane-noise monitors have been collecting data at key points near Palm Beach International Airport over the last 60+ days. *See, e.g.,* Community Portal. The human cost of this diversion is documented in hard data collected at https://pbinoise.com, an independent noise-monitoring network operating across West Palm Beach. On a typical day, residents under the diverted flight paths are subjected to roughly 200 aircraft flyovers exceeding 65 decibels — the FAA's own residential threshold for significant noise impact. *See* https://www.faa.gov/airports/airport_compliance/compliance_guidance/cgl-2022-03-noise-mitigation-and-revenue. During peak hours, that translates to as many as 30 flights per hour, or one every two minutes. Most of these overflights register in the 75–85 dB range, with individual events exceeding 90 dB.

- Some traffic must fly at night in order to meet today's business needs. Companies like FedEx and UPS rely on night flight and are an essential part of our fast-paced business environment that guarantees overnight delivery to satisfy the needs of customers. Some traffic flies later at night in order to compensate for time differences in other parts of the world. Airports in the U.S. are required to be open 24 hours a day and cannot restrict operations due to federal law. *See* Community Portal.

  Cumulatively, constituents endure 45 minutes to a full hour per day of sound levels above 65 dB, an exposure profile that the World Health Organization has formally concluded is associated with adverse cardiovascular and sleep-health outcomes. The WHO's 2018 Environmental Noise Guidelines recommend keeping aircraft noise below 45 dB averaged over 24 hours and 40 dB at night, thresholds which local monitors show are exceeded by an order of magnitude. *See* World Health Organization Regional Office for Europe, *Environmental Noise Guidelines for the European Region* (2018). *See also* Clark C., Paunovic K., *WHO Environmental Noise Guidelines for the European Region: A Systematic Review on Environmental Noise and Quality of Life, Wellbeing and Mental Health*, Int. J. Environ. Res. Public Health (2018); https://pubmed.ncbi.nlm.nih.gov/30380665/. The most recent peer-reviewed cardiac imaging research, published in the *Journal of the American College of Cardiology* in 2024, used MRI to show measurably worse heart structure and function in residents chronically exposed to higher aircraft noise. *See* Topriceanu C.-C. et al., *Higher Aircraft Noise Exposure Is Linked to Worse Heart Structure and Function by Cardiovascular Magnetic Resonance*, Journal of the American College of Cardiology (2024); https://www.jacc.org/doi/10.1016/j.jacc.2024.09.1217. The

disruption is not confined to daylight hours. Although scheduled commercial operations at PBI end at midnight and resume at 6 a.m., monitors regularly capture flights between 1 a.m. and 5 a.m., well inside the WHO-defined sleep-protection window — a period the FAA itself is currently studying through its National Sleep Study across 77 U.S. airports, an acknowledgment by the agency that aircraft-noise-induced sleep disruption is a real and unresolved public-health problem. *See Basner M. et al., Effects of Aircraft Noise on Sleep: Federal Aviation Administration National Sleep Study Protocol, Frontiers in Public Health* (2023*); https://pmc.ncbi.nlm.nih.gov/articles/PMC10650692/.* Residents are losing sleep, losing quiet enjoyment of their homes, and — if the medical literature is correct — losing years of healthy life, all to enforce an aerial buffer around a building no one is currently occupying.

- In a May 4 letter to the concerned communities, the USSS wrote "there are no anticipated visits by any Secret Service protectees to Mar-A Lago for the foreseeable future, including the next several months." Neither the President, his Cabinet, his family nor any other human being is currently in residence at Mar-a Lago. The resort is currently closed. It will be so until on or about November 1. The President and others rightfully protected by the TFR are absent from the site to be protected for a period of six (6) months.

- Since the President took office in Washington, DC on January 20, 2025, security has been substantially increased around Mar-a Lago in the Town of Palm Beach. Law enforcement presence, the around-the-clock closure of the coastal road South Ocean Boulevard between South County Road and Southern Boulevard, new traffic signals at the estate's Southern Boulevard gate, and new signs around the estate perimeter waring that trespassing there is a felony, together with the TFR, are among the measures. On May 4, the USSC and the Palm Beach County Sheriff's Office re-opened South Ocean Boulevard to full traffic. This action indicates that the security risk has dropped significantly. From a tactical risk-assessment standpoint, the physical perimeter of Mar-a-Lago is far more vulnerable on the ground than from the air. If the ground risk is low enough to open the road in front of the estate to public vehicles, there is no consistent logic that justifies maintaining a strict, mile-wide aerial exclusion zone for heavily vetted commercial aircraft. The USSS actions on the ground contradict any claim that the maintenance of the current TFR addresses domestic and international threats to the President, his family and his estate. Constituents have labeled this point "The Ground vs Air Contradiction."

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- The noisiest flights being diverted over constituent homes are commercial airliners departing PBI. Every passenger, pilot, and bag on those planes undergoes intense federal screening. Treating a commercial scheduled airliner as an imminent threat to an empty building—while allowing unvetted cars to drive right past its walls—is not supportive of the ongoing TFR. Constituents have labeled this point "The TSA Screening Factor."

- Aviation professionals confirm that the 1-mile diversion provides less than a 15-second reaction window for a jet traveling at 300+ mph, a standard departure speed. There is no security protocol that can mount a defensive security response in 15 seconds. This is tactically ineffective, not amounting to actual protection or safety of anyone. Constituents have labeled this point "The 15-Second Illusion" and "The Security Theater Reality."

- Purchasers of property near the vicinity of an airport are rightly encouraged *before* purchase to talk to a real estate agent that is familiar with land value around airports to get an accurate evaluation of the location. Community Portal. But the value of a one's home should not decrease *during* ownership because of its proximity to the airport or aircraft noise. The current TFR substantially negatively affects the real estate value in the affected areas- external obsolescence that is both unnecessary and fundamentally unfair-, together with the County's tax base, a key fiscal issue.

- Lawsuits and other efforts to change the flight path over Mar-a-Lago precedes the current Administration in excess of two (2) decades. Residents consistently repeat a major concern that these lawsuits indicate a possible reason for the flight diversions that do not relate to security, which further detracts from any credible assertion of the current need for airspace security.

- Lifting the current TFR would counsel resolution of pending federal legal actions brought by effected communities and spare substantial resources of litigants in favor of jointly shared worthy pursuits.

Other than the mere recitation, there is no evidence of a heightened threat level to anyone based on global affairs which supports maintenance of the airspace restrictions. The Secret Service has indicated the security posture is continuously evaluated and updated. For each of the reasons stated here, that assertion counsels lifting the TFR.

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Avigation easements, right of overflight in the airspace above or in the vicinity of a particular property, are typically perpetual. A Presidential *Temporary* Flight Restriction, by definition, should not effectively be so. A seasonable modification that allows commercial airplane traffic to return to its normal paths, in place before October 20, 2025, is clearly in order now.

Respectfully submitted,

/s/ Gregory K. Weiss
Commission Gregory K. Weiss
Palm Beach County Commissioner, District 2

/s/ Emily Gregory
State Representative
Florida House of Representatives, District 87

cc: Administrator Joseph Abruzzo
County Administrator of Palm Beach County

Alessandro Marchesani
Director of Legislative Affairs
Palm Beach County Board of County Commissioners