



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Office of the Regional Administrator  
Southern Region

1701 Columbia Avenue  
College Park, GA 30337

April 8, 2024

Honorable Congressman Jared Moskowitz  
Member, United States House  
of Representatives  
9500 West Sample Road, Suite 201  
Coral Springs, FL 33065

Dear Congressman Moskowitz,

This is in response to the March 27, 2024 inquiry from your office on behalf of your constituent, Ms. Marilyn DeMartini, regarding an increase in air traffic at the Pompano Beach Airpark, especially from flight schools. The Federal Aviation Administration (FAA) appreciates the opportunity to engage with your office regarding your constituent's aviation concerns.

Pompano Beach Airpark (the Airpark) is a federally funded public use facility that was obtained by the City of Pompano Beach in August 1947, under the Surplus Property Act of 1947. It is owned and operated by the City of Pompano Beach (the City) and limited to general aviation usage. Approximately 75-80% of the traffic at the airport consists of flight training. The Airpark is open 24/7, the air traffic control tower is open from 7am until 9pm daily. When the tower is closed the Airpark is still open.

Ms. DeMartini's residence is approximately 0.6 miles east of the Airpark. The neighborhood she represents is directly under the airport traffic pattern for Runway 15/33 and Runway 10/28. The traffic pattern is a rectangular "racetrack" path pilots use to enter the flow of traffic landing at the airport. It is also used for takeoff and landing training, circling the airport, or if, after taking off, it is necessary for a pilot to return to the airport and land again on the same runway.

The FAA compared the number of Airpark operations from April 2021–March 2022, April 2022–March 2023, and April 2023–March 2024. There were 138,510 operations from April 2021–March 2022; 144,727 operations from April 2022–March 2023; and 147,925 operations from April 2023–March 2024. This is an increase of approximately 6.8 percent rather than the 30 percent Ms. DeMartini stated in her correspondence.

Pilots, especially student pilots, use the airport traffic pattern to conduct "pattern work." This means the aircraft remains within the traffic pattern to conduct touch-and-go, stop-and-go, or full-stop takeoffs and landings and to practice approaches. This is a common aspect of flight training and often involves an aircraft completing multiple circuits around the traffic pattern. More than one aircraft may operate in the traffic pattern simultaneously and pattern work and flight training are conducted both day and night.

Flight training facilities throughout the country, and especially in Florida, are continuing to increase training operations in response to the nation-wide, growing need for trained pilots. In communication with Airpark leadership, they explained the flight schools strive to schedule most of their flight training during normal business hours; however, there may be times when it is necessary operate before and after hours to accommodate the inordinate amount of students in the flight training curriculum.

By law the FAA has limited authority to prohibit or restrict aeronautical activity unless an airport or aircraft operators are violating Federal Aviation Regulations (FAR) including Title 14 Code of Federal Regulations (CFR), Aeronautics and Space. In addition, the FAA does not allow an airport to restrict aeronautical use. This is to ensure federally funded airports can meet the aviation demand of the communities they serve. The City does not have the regulatory authority to impose restrictions or deny access to the airport to any persons or business engaged in aviation activity.

FAR Title 14 CFR Part 150, Noise Compatibility Planning, establishes a system for measuring airport noise, determining the noise exposure for areas, and providing guidance for airport noise compatibility planning programs. Part 150 also helps identify land uses which are normally compatible with various levels of exposure to noise by individuals and provides technical assistance to airport operators to prepare and execute appropriate noise compatibility planning and implementation programs.

While the FAA reviews and approves Part 150 studies prepared in accordance with 14 CFR Part 150, it is a voluntary process for airports. Airports are responsible for implementing and maintaining Part 150 programs.

The Airpark's website includes the recommended noise abatement procedures and voluntary operating guidelines to show what it is communicating to airport operators at <https://www.pompanobeachfl.gov/government/public-works/airpark#>. For the reasons stated above, these are voluntary procedures and practices. The Airpark expressed its commitment to continue working with the flights schools on the field encouraging them to adhere to the recommended noise abatement procedures and voluntary operating guidelines.

We hope this information is helpful in addressing your constituent's concerns. The FAA is continuing to manage the National Airspace System safely and efficiently while exploring measures to reduce aircraft noise in the future. If you have additional questions or concerns, you may contact me or my Congressional Liaison, Maria De Rosa, at 404-305-5000.

Sincerely,

Michael C. O'Harra  
Regional Administrator, Southern Region