

**Questions and Answers to public comments at the  
Airport Information Session on February 18, 2015**

**North Runway**

1. What is the spacing for the runways' flight patterns? Can these be changed? Can the approach routes be changed? By whom?

The Federal Aviation Administration (FAA) and the Broward County Aviation Department (BCAD) are evaluating opportunities for modifications and slight shifts in the arrival and departure paths to both the North and South runways. These shifts will require coordination with the Final Environmental Impact Statement (FEIS) for the South Runway (10R-28L).

2. When is work scheduled to begin for this runway causing its closure?

At this time, the earliest anticipated window for closure of the runway for repair is spring 2016. The scope of the repair work will depend on the results of the Evaluation/Assessment of the runway that will take place this year (2015). The Evaluation/Assessment will establish the condition of the runway and also provide the best option for the estimated duration of that repair.

3. Can there be no closure of this runway until the Residential Sound Insulation Program (RSIP) is completed?

The Evaluation/Assessment of the North Runway will help BCAD determine how long the runway can remain open before it needs to be repaired and the type of repairs required. These factors will determine the timing and type of closure. BCAD will also take into account the progress of the RSIP in selecting the optimum time for the repair and closure of the runway.

**South Runway**

1. Can the Aviation Department restrict operations on the South Runway?

Voluntary restrictions have been placed on the operations of the South Runway 10R-28L effective the date of its opening on September 18, 2014. These restrictions are in accordance with the Interlocal Agreement effective November 25, 2013, between the City of Dania Beach and Broward County.

2. What kind of discretion do pilots have?

Pilots follow direction from the FAA Control Tower while operating in positive control airspace. Pilot's discretion when used in conjunction with different air traffic assignments can be further explained in the FAA Aeronautical Information Manual (AIM):

[http://www.faa.gov/air\\_traffic/publications/media/aim\\_w\\_chgs\\_1-2\\_dtd\\_1-8-15.pdf](http://www.faa.gov/air_traffic/publications/media/aim_w_chgs_1-2_dtd_1-8-15.pdf)

3. Is it true that this runway only represents 20% of Airport's operations?

Operating statistics to date indicate the new South Runway has been utilized for approximately 30% of the Airport's landings and takeoffs.

4. Can the Airport stop flying aircraft at certain times?

No.

5. Was the South Runway mainly a takeoff runway in 1995?

No, the runway was utilized for both landings and takeoffs.

6. Can the Part 150 Study be done earlier than spring of 2016? Why the 18 month wait?

In accordance with the Interlocal Agreement, a new Part 150 Study cannot be commenced until 18 months following the opening of the South Runway 10R-28L. That would mean a new Part

150 Study would not start until March 2016. Any change to that date would require concurrence by the City of Dania Beach.

7. Include Hollywood in the Part 150 Study.

A Part 150 Study does not assume which communities need to be included. It evaluates the operational impacts from an airport and addresses them accordingly for communities that are affected. The City of Hollywood, along with all other cities affected by aircraft operations to and from Fort Lauderdale-Hollywood International Airport (FLL), will be invited to participate in the Part 150 Study.

8. How could the South Runway open without the RSIP being completed?

As described in the County's Noise Mitigation Plan for FLL, the RSIP was structured with the intent that the County would have substantially completed the sound insulation of all eligible structures located within the 65+ Day-Night Level (DNL) noise contour once the South Runway 10R-28L became operational. As explained at the meeting on February 18, 2015, numerous outside agencies such as the FAA and the Federal Emergency Management Agency (FEMA) have required extensive justification and clarification of process before and during the Noise Mitigation Plan that have created delays up to 15 months. Those justifications and clarifications have been resolved. Currently, 1706 residences are eligible for the RSIP; 1418 residences have been invited to participate; and 1070 residences are participating. Of these, 758 residences have either received sound insulation, or are in the design, bid or construction processes. BCAD intends to complete 400 homes per year until all are completed.

**Residential Sound Insulation Program**

1. Why does the completion take too long?

- The RSIP is implemented in accordance with FAA regulations and the FAA approved Policies and Procedures Manual. The approved procedure requires each house be evaluated for compatibility, then the appropriate upgrades are designed, the designs are permitted, the permitted design packages are bundled and released for bidding, then construction commences following award by the Broward County Board of County Commissioners (BOCC).
- Per Home: As explained at the meeting on February 18, the process, starting from inviting the homeowner into the RSIP to final completion of construction, is 18 months.
- Please see the chronology information in the February 18 presentation, which can be found on our website: [www.fll.net](http://www.fll.net)

2. Where is the funding going for RSIP? Explain the funding sources and implementation.

The entire RSIP was approved in the FEIS for funding by the FAA. The estimated cost of the RSIP is \$175 million. FAA funds 80% of that cost, and BCAD funds the remaining 20%. BCAD has reserved \$35 million of Passenger Facility Charge Funds, the full BCAD share of the entire RSIP, and will utilize these funds to match FAA's 80% share of the cost of the RSIP.

3. Why limit the insulation work to only 400 homes per year?

The amended Noise Mitigation Plan, as adopted by the BOCC on October 23, 2012, anticipated 400 homes per year. If the number of homes can be increased without compromising quality, BCAD will do so.

4. Why is there a small number of contractors involved?

BCAD is subject to Broward County, State of Florida, Federal, and FAA procurement regulations. Additionally, BCAD uses contractors who are experienced in FAA sponsored sound insulation programs and maintain a high level of quality, which results in a smaller pool of contractors.

5. What is the timeline for its completion?  
Eligible homes in the 65+DNL are anticipated to be completed in late 2017, with the remaining neighborhoods and “Finish the Block” homes anticipated to be completed in 2018.
6. How is noise measured?  
Sound is measured in decibels or dBA, which is different from the Day-Night-Level measure used for the sound insulation testing. Normal speaking voices are typically around 65dBA, a rock concert is about 120 dBA.
7. What happens if a home is not “up to Code”?  
The homeowner is responsible to bring the home up-to-code prior to eligibility for the RSIP.
8. What if the homeowner does work and gets reimbursed afterwards?  
BCAD will request comments from the FAA concerning the authorization of a homeowner to accomplish their own upgrades to become compatible and the eligibility of this work to be reimbursed.
9. How come my home is not on the noise contours?  
The FEIS established the projected noise contours which identified the compatible/incompatible land use associated with the FAA’s preferred alternative. For further information, please refer to the FAA Record of Decision (ROD):  
[http://www.faa.gov/airports/environmental/records\\_decision/?airport=fl](http://www.faa.gov/airports/environmental/records_decision/?airport=fl)
10. Can homeowners participate in the RSIP and retain legal rights?  
The County does not require the homeowner to waive their legal rights in order to enter into the RSIP.
11. Why were mobile home parks purchase offers not made to residents?
  - Ocean Waterways Mobile Home Park: The Mobile Park Landowner and the Cooperative (Co-op Residents) were notified in August, 2012. In accordance with FAA regulations, the Landowner is ultimately the Owner, and as such, all negotiations are with the Landowner. The Owner and Co-op declined the Broward County offer to purchase the Mobile Home Park in December 2013.
  - Marshall Everglades (Sheldon Mobile Home Park): Landowner and Residents were notified in August, 2012. In accordance with FAA regulations, the Landowner is ultimately the Owner and as such, all negotiations are with the Landowner. The Owner declined the Broward County offer to purchase the Mobile Home Park in September 2013.

**Sales Assistance/Conveyance and Release Program**

1. Why the limitations for participation?  
In accordance with FAA regulations, the October 2012 BOCC amended Noise Mitigation Plan, and the 2013 Interlocal Agreement with the City of Dania Beach, the following are applicable:
  - o 857 homes are eligible for the Sales Assistance/Conveyance and Release Program - all single family and two-unit residences within the 65+DNL contour.
  - o Home must have been constructed prior to December 12, 2008, and owned before November 25, 2013.
  - o If home has an interior noise level of 45 DNL or above the property must have first completed the Residential Sound Insulation Program prior to entry in the Sales Assistance/Conveyance and Release Program.

2. Describe approval process and timeline for implementation.

The Sales Assistance/Conveyance and Release Programs are pending BOCC review in May, 2015, with anticipated "Notice-to-Proceed" to start in May, 2015. Notifications to residents and full implementation are anticipated to start in July/August, 2015.

### **Quality of Life Impact**

1. Can a health study be done relative to air traffic and its impact on residents? (stress, sleep deprivation, anxiety, smell of fuel, plants, noise, pollution, etc.)?

An analysis was conducted in the most recent FEIS to determine impacts on air quality, noise impacts, impacts to biological and natural resources, and social and community resources from the Airport with the runway development project. The FEIS determined that the Airport with the development project would not exceed applicable Federal standards or result in the release of or exposure to significant levels of harmful agents in the water, air, or soil. A copy of the FEIS can be found at: <http://www.broward.org/Airport/Community/Pages/FEIS.aspx>.

In addition to the FEIS, BCAD initiated a sustainability program called the Green Airport Initiative (GAI) in 2005. The GAI was developed by an independent consultant, the Clean Airport Partnership, with the intent of establishing a baseline and reducing FLL's environmental footprint from Airport operations to the surrounding community. This study focused on areas such as air emissions, water quality, solid and hazardous waste, energy use and noise. As a result of the study, BCAD was able to implement numerous recommendations. The GAI did not include a specific health study as communitywide studies are outside the jurisdiction of the Airport. Copies of the GAI final reports can be found at:

<http://www.broward.org/Airport/Community/Pages/GreenAirportInitiative.aspx>

2. Can the oily substance outside of homes be tested?

In late 2006, an independent consultant completed an investigation of air emission impacts on the community with a focus on particle deposition from Airport activities in areas surrounding FLL. The study, conducted by the Clean Airport Partnership as part of BCAD's Green Airport Initiative, was performed to address concerns from residents regarding oily, filmy deposits found on cars, furniture and other flat outdoor surfaces. In an effort to determine if aircraft or Airport operations were the source of this material, samples were collected from various locations in and around the Airport and the community, including several residents' private homes. These samples underwent both chemical and microscopic analysis to determine if the deposits appeared representative of known aircraft engine-generated particles, or if they had their expected chemical characteristics. The report concluded that while the deposits are real, the size, shape, and composition of the particles were not consistent with those produced by aircraft operations. The report further concluded that the deposition appeared consistent with nearby utility plant ash and sea salt. A copy of this report can be found at:

[http://www.broward.org/Airport/Community/Documents/task5\\_deposition\\_report\\_final\\_3.pdf](http://www.broward.org/Airport/Community/Documents/task5_deposition_report_final_3.pdf).

### **Trails End Construction Activity**

1. What is the status of the soil removal?

The soil removal was completed on February 28, 2015. The process was conducted within regulatory requirements, as directed by the County's environmental consultants.

2. Can the location be changed for the construction activity?

The processing of fill material has been relocated to another Airport site. Trails End will continue to be used for other construction activity such as storage of construction equipment.

## **Miscellaneous**

1. Who is in charge? Who is ultimately responsible?  
Broward County is responsible for FLL, and the FAA is responsible for the airspace surrounding the Airport.
  
2. How is the Airport prepared to respond to an aircraft incident in the community?  
BCAD coordinates with numerous local, state, and federal agencies relative to an airport response to an emergency. Any incident involving an aircraft near the Airport would be handled according to the published Airport Emergency Plan, which is available at [www.broward.org/Airport/PilotInfo/Documents/AirportEmergencyPlanNov202014.pdf](http://www.broward.org/Airport/PilotInfo/Documents/AirportEmergencyPlanNov202014.pdf)
  
3. Request for installation of noise monitor in Ocean Waterways Mobile Home Park  
Currently, there are 11 permanent noise sites in the vicinity of the Airport and a map depicting these locations can be found on the Aviation website at: <http://www.broward.org/Airport/Community/Documents/existingnoisemonitor2.pdf>.  
The location of each monitor is strategically selected to provide representative coverage of Airport operations. An existing permanent noise monitor is located nearby in Melaleuca Gardens at 805 NW 13th Ave, in Dania Beach. This Noise Site 4 is located approximately 0.3 miles east of Ocean Waterways Mobile Home Park. Additional monitors are not anticipated to be installed in this area.

(These responses were published on the Airport's website on March 26, 2015.)