



AVIATION DEPARTMENT - Fort Lauderdale-Hollywood International Airport
320 Terminal Drive, Suite 200 • Fort Lauderdale, Florida 33315 • 954-359-6100

August 30, 2024

**SUBJECT: THE BROWARD COUNTY AVIATION DEPARTMENT
AIRPORT NOISE ABATEMENT COMMITTEE (ANAC) MEETING**

Dear County Commissioners / City Officials / ANAC Members / Airport Community,

Enclosed please find a copy of the meeting minutes from the last ANAC meeting held on June 10, 2024, along with an agenda for the next ANAC meeting scheduled for **September 9, 2024, at 6:00 p.m.**

The Broward County Aviation Department will be hosting the September 9 meeting via the Webex Conference System. The meeting details are as follows.

VIA WEBEX

Click [here](#) to register for the meeting or go to

<https://questcorporationofamericainc.my.webex.com/questcorporationofamericainc.my/j.php?MTID=m2177862a937111ec06ccd0f2975e5760>

Meeting number: 2632 862 2956

Meeting password: MBikTUiq284

Or join by phone:

+1 650-479-3208, Access code: 263 286 22956

Please feel free to contact me at (954) 359-6181 or at wcannicle@broward.org should you have any questions, or visit the Aviation Department's website at www.fl.net for more information.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Cannicle", is written over a light blue circular stamp.

Winston B. Cannicle
Environmental Program Manager
Broward County Aviation Department



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A G E N D A

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT AIRPORT NOISE ABATEMENT COMMITTEE

**September 9, 2024
6:00 p.m.**

VIA WEBEX

**Click [here](https://questcorporationofamericainc.my.webex.com/questcorporationofamericainc.my/j.php?MTID=m2177862a937111ec06ccd0f2975e5760) to register for the meeting or go to
<https://questcorporationofamericainc.my.webex.com/questcorporationofamericainc.my/j.php?MTID=m2177862a937111ec06ccd0f2975e5760>**

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1. Welcome
BCAD Staff
2. Approval of Minutes – June 10, 2024, Meeting
ANAC Chairperson
3. Noise Office & ANAC Update
BCAD Staff
4. South Runway Nighttime Quarterly Report, First Quarter 2024
HMMH
5. FAA Reauthorization Update and Noise Abatement Information
for Pilots
HMMH
6. Committee/Citizen Comments
7. Next meeting – December 9, 2024

**To register over the phone, please contact Quest Corporation of America, Inc.
(Communications) at (786) 535-5694 and provide your full name and email.**

Broward County Board of County Commissioners
Mark D. Bogen • Lamar P. Fisher • Beam Furr • Steve Geller • Robert McKinzie • Nan H. Rich • Hazelle P. Rogers • Tim Ryan • Michael Udine

www.broward.org
www.fll.net

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT
AIRPORT NOISE ABATEMENT COMMITTEE
Meeting Minutes – June 10, 2024

DATE: Monday, June 10, 2024
LOCATION: Via Webex

CUMULATIVE MEETING ATTENDANCE (10/01/2008 – 06/10/2024)

Committee Member (Organization Represented):	Present/Absent:	Present:	Absent:
Carlos Jose (RMT#1)	A	1	12
Vacant (RMT#2)	A	51	7
Randy Wright (RMT#2 Alt.) Appointed December 2013	A	16	25
Patricia Wright (RMT#3) Appointed December 2013	A	16	25
Micheline Peacock (RMT#4) Appointed June 2015	A	16	19
Tom Gongola (RMT#6) Appointed Mar 2017	A	3	24
Alan Scharf (RMT#6 Alt.) Appointed December 2016	A	2	27
Richard “Dick” Cahoon (RMT #8) Appointed June 2017	P	24	4
Geoff Rames (RMT#8 Alt.) Appointed June 2019	P	20	0
Arthur Joseph (RMT#9)	A	2	11
Debra Van Valkenburgh (RMT#10)	P	31	29
Eric Ram (RMT#11) Appointed Mar 2017	P	23	7
Frank Derisi (RMT#11 Alt.) Appointed March 2015	A	13	23
Jet Blue Representative (Michael Miles, 9/18)	A	10	48
Spirit Airlines Representative (Matt Nelson, Richard Sack)	P	15	43
FBO Representative	A	4	56
Southwest Airlines Representative	A	4	57
Delta Airlines Representative	A	5	53
FAA ATCT Representative (Don Ellington, Amanda Shapiro)	P	18	47

RMT = Representative for neighborhood containing the identified Remote Monitoring Terminal

Alt. = Alternative RMT representative

*Designates newly appointed representative

Airport/County Staff

- Winston Cannicle, BCAD
- Gasser Dougé, BCAD
- Andrew Hipolito, BCAD
- Ryan Goldman, BCAD

Visitors

Visitors Name	Agency/Affiliation
Rhea Hanrahan	Harris Miller Miller & Hanson (HMMH)
Bryan Rand	Harris Miller Miller & Hanson (HMMH)
Amy Lee Diel	Quest Corporation of America
Josh Pierce	Quest Corporation of America
Nicole Vernon	Community member, Villas Harbor Isles/Dania Beach
David Stout	Community member, Poinsettia Heights, Fort Lauderdale

1. WELCOME (BCAD STAFF)

Broward County Aviation Department (BCAD) Environmental Program Manager, Winston Cannicle, called the meeting to order at 6:03 p.m.

2. APPROVAL OF MINUTES – March 11, 2024, MEETING (ANAC CHAIRPERSON)

Airport Noise Abatement Committee (ANAC) member Geoff Rames (RMT #8 Alt.) motioned to approve the March meeting minutes, seconded by Richard Cahoon (RMT #8). The March meeting minutes were unanimously approved.

3. NOISE OFFICE & ANAC UPDATE (BCAD STAFF)

Mr. Cannicle explained the roles and responsibilities of the Noise Office and Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT). He stated BCAD collects information from the community and shares pertinent data with Air Traffic Control (ATC), noting that the FAA ATC primarily focuses on aircraft sequencing and airspace separation. He provided BCAD's contact information for public records requests, shared the Part 150 project website, and discussed options for submitting noise comments through the website, application, or hotline. Mr. Cannicle advised that noise comments and concerns are received daily and are responded to accordingly. Additionally, the FAA maintains their own Noise Portal website where comments can be submitted directly. He explained that submitting multiple complaints will not yield a faster response, nor will calling the FAA to expedite the response. In some cases, responses could take up to 8 weeks or longer. Mr. Cannicle provided the link for the FAA Noise Portal.

Mr. Cannicle continued that the FAA advised they have a new Community Education Video Series that was uploaded to the FAA YouTube Channel to keep the community and aviation stakeholders informed. The videos were created to help educate and address aviation concerns including topics related to aircraft noise. Mr. Cannicle provided the link for the video series and advised he can email it if requested.

Mr. Cannicle shared a brief synopsis of noise comments BCAD has received (January 2023 through May 2024), adding the highest number of noise comments were received in December 2023 and January 2024 likely linked to west departures from the airport due to wind direction, thunderstorms, and cold fronts. Mr. Cannicle provided an overview of aircraft operations from January 2023 to May 2024 and pointed out that months with high numbers of noise comments have higher operations than other months.

Mr. Cannicle advised that in April 2023, there was a severe rain event at FLL that caused damage to the Engineered Material Arresting System (EMAS) on the North Runway. He explained that the EMAS is a safety element that is used for all runways at the airport that prevents aircraft from overrunning the runway. He advised that when the repairs are taking place on the North Runway EMAS, the South Runway will be more active resulting in an increase in air traffic at night over communities west of the airport.

4. Upcoming Airfield Work – 10L/28R EMAS Repairs and Replacement

Gasser Dougé, Environmental Engineer and Supervisor for BCAD, provided an update on the work being done on the EMAS. He explained that the flooding caused damage to the two beds on each end of the North Runway. The 28R EMAS bed (west end) was partially damaged including the displacement of about 74 blocks and broken seam seals. The seals helped to prevent water from infiltrating the bed. Mr. Dougé

indicated that most of the damage was along the edge of the EMAS bed, so the repairs will be less extensive on this side of the runway.

Mr. Dougé continued that the 10L EMAS bed (east end) was damaged beyond repair. All the blocks were lifted, and a full replacement of the bed is needed. The replacement requires removing all 4,444 blocks that were damaged. He said BCAD is also taking action to minimize the impacts to the EMAS bed from future flooding.

Mr. Dougé stated that EMAS repair work is being coordinated with Runway Safe (vendor). He explained the first phase of the work will begin on the runway's 28R bed and includes preparing the EMAS base, installation of 74 blocks, and resealing to prevent water infiltration. The work will occur nightly between 10:30 p.m. and 6:00 a.m. from July 22 until July 31, 2024. Mr. Dougé added that with the North Runway being closed nightly while the repairs are occurring, all aircraft operations will utilize the South Runway. Mr. Cannicle stated that notifications would be sent out to the community in the next few weeks to inform them of the work that will be taking place and that the South Runway will be used during this time.

Mr. Dougé stated that the next phase of repairs will occur on the runway's 10L EMAS bed. Below outlines the work required to complete this phase of the repairs:

- Raise the bed by at least 12" to reduce the impact of future flooding. Purchase of the blocks and services cost 8.3M
- Remove approach lights and localizer arrays.
- Demolish EMAS Bed
- Perform site modifications: base demolition and sub-base work.
- Regrade sides, extend the foundation of the anchor beam, approach lights and localizer arrays.
- Pave and increase base thickness from 2" to 4."
- Install approximately 4,444 new blocks.
- Reset approach lights, localizer arrays and coordinate flight check.
- Paint EMAS chevrons.
- Groove EMAS setback

Mr. Dougé stated that the projected schedule for completion is anticipated to take up to 110 calendar days and will require FAA's concurrence prior to setting a start date. It is also anticipated that during this phase of work, the runway will function using "declared distances" for all aircraft operations.

Mr. Cahoon asked what the blocks are made of and what size they are. Mr. Dougé advised they are 4 feet by 4 feet in size and are made of lightweight concrete that crumbles under the weight of the aircraft. Mr. Cahoon also asked about the usage of the North Runway during this phase. Mr. Dougé advised the runway would operate with "declared distances," which reduces the runway usable surface by about 1,000 feet from the runway safety area.

Don Ellington advised that the reason for the EMAS is to provide safety for the aircraft when using the runways; in case an aircraft does not have enough room to stop, the EMAS will help stop the aircraft before it runs off the runway. He explained that if the runway is shortened by 1,000 feet, the FAA will advise pilots to make their calculations for an 8,000-foot runway instead of a 9,000-foot runway, which would result in a 1,000-foot buffer for an aircraft to come to a stop before the end of the runway. This

means the North Runway can still be used but on a limited basis depending on the aircraft type. As such, most aircraft operations will use the South Runway.

Mr. Cahoon asked about drainage when the EMAS is raised. Mr. Dougé advised that the area is redesigned to reduce flooding in the area, allowing water to “run off” into one of the drainage basins, thereby minimizing damage to the EMAS blocks.

Mr. Ellington asked to confirm that BCAD improved the “draining” on the north side. Mr. Dougé stated that there have been ongoing improvements including cleaning the drainage pipes and several other improvements in that area.

5. SOUTH RUNWAY NIGHTTIME USE QUARTERLY REPORT

Rhea Hanrahan presented the South Runway Nighttime Use Report for the first quarter of 2024 (January–March). She provided an overview of the Voluntary Runway Use Program, established through an interlocal agreement between Dania Beach and Broward County, which involves voluntarily limiting nighttime use (10:30 p.m. – 6:00 a.m.) of the South Runway (10R-28L). Ms. Hanrahan explained that the report provides a breakdown of nighttime operations for each month, categorizing them into arrivals and departures. For the first quarter of 2024, Ms. Hanrahan explained that the report illustrates that the majority of nighttime operations occurred on the North Runway, with three (3) percent of nighttime arrivals and six (6) percent of nighttime departures occurring on the South Runway. The difference between east flow and west flow is related to the wind direction at the airport.

Ms. Hanrahan also presented a chart for each month illustrating the daily distribution of nighttime operations and a chart showing the hourly distribution of nighttime operations. She stated that in the past, the increased usage usually occurs around 10:30 p.m. and 5:00 a.m. However, January showed increases every hour from 10:30 p.m. until 6:00 a.m. due to North Runway closures for maintenance.

Ms. Hanrahan provided an additional presentation on the South Runway Nighttime Operations by airline. Spirit Airlines predominates runway usage during nighttime hours because they had the most operations during this time. Following a previous request by Mr. Ellington, Ms. Hanrahan presented the South Runway usage data identifying the days of runway maintenance and emergencies. Mr. Ellington suggested that the data be presented as the total runway operation count of arrivals and departures during the nighttime hours for the North and South Runway. Ms. Hanrahan showed a breakdown of operational issues which showed why the South Runway was being used.

6. COMMITTEE / CITIZEN COMMENTS

Eric Ram asked for clarification about Spirit Airline’s flight operations during the curfew hours. Ms. Hanrahan advised that Spirit had the most operations during this time and is the primary operator at Fort Lauderdale Airport. Mr. Ram asked if Ms. Hanrahan had witnessed scheduled operations during the curfew hours. She advised the report uses actual flight data and does not contain information on flight schedules. Mr. Ram suggested that Ms. Hanrahan look at Spirit Airline’s schedule. Mr. Cannicle advised that BCAD does not have the authority to make changes to any of the airlines’ flight schedules. Mr. Ram also asked for the percentage of the nighttime operations of Spirit Airlines. Ms. Hanrahan stated that the percentage of time they are using the South Runway is proportional to the total number of operations that they have. Mr. Ram asked for a specific number. Ms. Hanrahan showed a graph from

the second quarter of 2023, but Mr. Ram advised that the graph did not answer his question.

Mr. Ellington clarified that the use of the South Runway after-hours is primarily based on runway availability and not typically based on airlines' request. Mr. Ram asked if a pilot could ask to use a certain runway. Mr. Ellington said they can, but ATC typically does not have to honor that request. He said nighttime usage of the South Runway is being done as an operational necessity.

Mr. Ram expressed concern regarding the noise issue associated with using the South Runway and stated he wants the cooperation of the FAA and the airlines to minimize South Runway usage as much as possible. Mr. Ram asked for full transparency and specifics regarding Spirit Airlines during the curfew hours. Rich Sack from Spirit Airlines offered some information about what is considered an "operational need." He stated that the FAA's Miami Approach Center considers the South Runway to be "closed" and not usable unless a pilot advises they have an operational need. He stated typically pilots would be questioned before being granted runway usage approval. He added that pilots typically consider the South Runway to be noise sensitive after 10:30 p.m. He stated that Spirit Airlines and their pilots want to be good neighbors and will do everything they can to avoid using that runway.

Mr. Sack stated from the first quarter 2024 report the usage for the South Runway was only one (1) percent which is an amazing percentage to have for east arrivals and noted that four (4) percent usage for west departures was good. Mr. Cannicle stated he understood Mr. Ram's concerns regarding the use of the South Runway during the curfew hours. He also was grateful to Mr. Sack and Spirit Airlines for recognizing the sensitivities of the community and doing their best to adhere to the curfew hours.

Mr. Rames asked if the report for the RNAV Initial Fix/Waypoint Analysis on departures would be provided permanently. Ms. Hanrahan advised she has the current report to present. Mr. Cannicle asked if she could provide this report every quarter. Ms. Hanrahan presented the RNAV Initial Fix report including east and west flow percentages. Mr. Cannicle shared flight tracks from one day of west departures and noted a specific area of resident concerns. Mr. Ellington stated that while some aircraft operations appear to be abnormal, it does not appear to be a trend, as it is just how the aircraft operations are on a regular basis.

Mr. Rames stated his community is seeing a lot more "vector takeoffs" in the mornings and asked why that may be happening. Mr. Ellington stated there could be two reasons. He noted that there is now a charter company that operates prop airplanes out of Fort Lauderdale, and due to an increase in prop traffic from the airport, this could cause an increase in assigned headings for jet aircraft departing behind them. He also stated they are working with the new controller at Miami Approach on developing guidelines and procedures that will allow aircraft operations to be back on "RNAV" sooner after the need for vectoring has passed.

7. NEXT MEETING – September 9, 2024, AT 6 PM

Mr. Ram adjourned the meeting at 7:32 p.m. The next meeting is scheduled for September 9, 2024, at 6:00 p.m.