



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

June 2, 2025

**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 March 10, 2025, along with an agenda for the next ANAC meeting scheduled for **June 9, 2025, at 6:00 p.m.**

The Broward County Aviation Department will be hosting the June 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=m3c56a9...>

Meeting number: 2631 579 3880

Meeting password: jVVMuSTB933

Or join by phone:

+1 650-479-3208, Access code: 263 157 93880

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.fll.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

June 9, 2025

6:00 p.m.

VIA WEBEX

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1. Welcome
BCAD Staff
2. Approval of Minutes – March 10, 2025, Meeting
ANAC Chairperson
3. Noise Office & ANAC Update
BCAD Staff
4. South Runway Nighttime Quarterly Report, First Quarter 2025
HMMH
5. FLL RNAV Initial Fix/Waypoint Analysis
6. Committee/Citizen Comments
7. Next meeting – September 8, 2025

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

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT
 AIRPORT NOISE ABATEMENT COMMITTEE
 Meeting Minutes – March 10, 2025

DATE: Monday, March 10, 2025

LOCATION: Via Webex

CUMULATIVE MEETING ATTENDANCE (10/01/2008 – 03/10/2025)

Committee Member (Organization Represented):	Present/Absent:	Present:	Absent:
Carlos Jose (RMT#1)	A	1	15
Vacant (RMT#2)	A	51	10
Randy Wright (RMT#2 Alt.) Appointed December 2013	A	16	28
Patricia Wright (RMT#3) Appointed December 2013	A	16	28
Micheline Peacock (RMT#4) Appointed June 2015	A	16	22
Tom Gongola (RMT#6) Appointed Mar 2017	A	3	27
Alan Scharf (RMT#6 Alt.) Appointed December 2016	A	2	31
Richard “Dick” Cahoon (RMT #8) Appointed June 2017	P	26	4
Geoff Rames (RMT#8 Alt.) Appointed June 2019	P	22	0
Arthur Joseph (RMT#9)	A	2	13
Debra Van Valkenburgh (RMT#10)	A	31	31
Eric Ram (RMT#11) Appointed Mar 2017	A	24	9
Frank Derisi (RMT#11 Alt.) Appointed March 2015	A	13	26
Jet Blue Representative (Michael Miles, 9/18)	A	11	49
Spirit Airlines Representative (Matt Nelson, Richard Sack)	A	15	46
FBO Representative	A	4	59
Southwest Airlines Representative	A	4	60
Delta Airlines Representative	A	5	56
FAA ATCT Representative (Don Ellington, Amanda Shapiro)	A	19	48

RMT = Representative for neighborhood containing the identified Remote Monitoring Terminal

Alt. = Alternative RMT representative

*Designates newly appointed representative

Airport/County Staff

- Winston Cannicle, BCAD

Visitors

Visitors Name	Agency/Affiliation
Rhea Hanrahan	Harris Miller Miller & Hanson (HMMH)
Bryan Rand	Harris Miller Miller & Hanson (HMMH)
Shannon Salter	Quest Corporation of America
Josh Peirce	Quest Corporation of America
Bryce Johns	Quest Corporation of America
Dick Ward	Edgewood Civic Association
Kim (last name declined)	Community member, Weston

1. WELCOME (BCAD STAFF)

Broward County Aviation Department (BCAD) Environmental Program Manager, Winston Cannicle, called the meeting to order at 6:11 pm.

2. APPROVAL OF MINUTES – March 10, 2025, MEETING (ANAC CHAIRPERSON)

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

3. NOISE OFFICE & ANAC UPDATE (BCAD STAFF)

Mr. Cannicle explained the role of the Noise Office in handling community inquiries and providing relevant information. Noise complaints can be submitted via an online form, mobile app, or hotline at 954-359-2366.

Mr. Cannicle stated the ANAC Charter revisions are under review and will be revised from a more jurisdictional standpoint. Internal discussions regarding these revisions are ongoing, and a meeting with executive staff is scheduled the week of March 10 to review the proposed changes and next steps to be developed regarding the charter revisions. Winston also advised that the procurement is underway for a full system replacement for the current Noise and Operations Monitoring System (NOMS).

Additionally, Mr. Cannicle announced that significant repairs are underway for the Engineered Materials Arresting System (EMAS) on the North Runway. The EMAS system, designed to safely stop aircraft in emergency situations, is being reconstructed following damage caused by flooding back in April 2023. The work is scheduled to be completed by the end of April 2025.

Mr. Cannicle explained the EMAS repairs were scheduled in two phases. The first phase involved repairs to the EMAS on the west end of the runway and was completed last year. The second phase involving repairs for the east end began in January 2025 and is scheduled for completion by April 28, 2025. The EMAS repairs during this phase include the resurfacing of the EMAS bed and replacing more than 4,000 blocks to fully restore functionality.

Mr. Cannicle also noted that additional runway maintenance is being scheduled which will require temporary closures of both the North and South Runways. The South Runway will undergo nightly closures from 10:30 p.m. to 6:00 a.m. for three weeks to allow for centerline and taxiway repainting. Once this work is completed, maintenance work will shift to the North Runway, which will be closed from midnight to 6:00 a.m. for two to three weeks starting in April 2025. This scheduled work will follow the completion of EMAS repairs. It is anticipated that when one runway is closed the other runway will remain open for all aircraft operations.

Mr. Cannicle presented graphically, data for noise comments and aircraft operations over a specific period. He pointed out that while noise comment volumes fluctuate seasonally, there has been a noticeable uptick during the winter months, particularly from communities west of the airport. He added that the graph showed a correlation between an increase in westbound departures and a rise in noise concerns, with the most significant increases occurring during peak travel times. Mr. Cannicle also reiterated the importance of understanding seasonal patterns and operational shifts when evaluating noise trends.

4. SOUTH RUNWAY NIGHTTIME USE QUARTERLY REPORT

Rhea Hanrahan presented the South Runway Nighttime Use Report for the third and fourth quarters of 2024. She provided an overview of the Voluntary Runway Use Program, which involves voluntarily limiting nighttime use (10:30 p.m. – 6:00 a.m.) of the South Runway. Ms. Hanrahan explained that the report

provides a breakdown of nighttime operations for each month, categorizing them into arrivals and departures.

For the third quarter, Ms. Hanrahan noted that the majority of nighttime operations occurred on the North Runway. However, an increase in South Runway usage was observed toward the end of July due to maintenance-related closure of the North Runway. Historically, the South Runway has seen minimal nighttime use, with only a small percentage of arrivals and departures occurring during these hours. The data indicated that Spirit Airlines accounted for the majority of nighttime operations on the South Runway.

For the fourth quarter, Ms. Hanrahan noted that nighttime arrivals using the South Runway remained between two and four percent, while nighttime departures also fell within the same range. October saw no nighttime arrivals or departures on the South Runway. November's data indicated that most nighttime operations occurred between 11:00 p.m. and midnight. December saw a slight increase in South Runway use, with a small but notable rise in arrivals and departures, particularly between midnight and 2:00 a.m. Spirit Airlines continued to account for the majority of nighttime operations during this period.

5. FLL RNAV INITIAL FIX/WAYPOINT ANALYSIS

Ms. Hanrahan reviewed data on the usage of RNAV departure procedures with a "first waypoint" analysis. The analysis highlighted the percentage of aircraft utilizing RNAV procedures for initial fixes, as well as deviations that may contribute to increased noise concerns. Data indicated that a majority of departures followed the intended RNAV waypoints; however, a small percentage were vectored off course by air traffic control due to operational needs. The discussion focused on how these deviations impact residential areas and whether additional adjustments to departure sequencing could minimize noise disturbances.

6. FLL HISTORICAL RUNWAY USE OVERVIEW

Ms. Hanrahan presented historical runway use comparing 2024 data with the past 10 years. The South Runway was closed for 48 days for major repairs, which influenced these statistics. Ms. Hanrahan explained that these patterns align with prevailing wind conditions, with east flow typically being dominant, resulting in a higher percentage of east flow operations on the North and South Runways. However, there are seasonal variations when west flow is more dominant.

During the discussion, Mr. Cahoon said he expected the 10-year average to be lower than the 2024 average due to increased operations. Ms. Hanrahan responded by explaining that the numbers shown are percentages and not total operations.

Committee members also raised questions regarding whether any long-term trends have been observed over the past decade. Ms. Hanrahan explained that while short-term shifts in runway use occur due to maintenance, construction, or regulatory changes, long-term patterns remain consistent. The expansion of the South Runway in 2014 has gradually led to a more balanced distribution of traffic between the two main runways, though the North Runway continues to handle a larger volume.

7. COMMITTEE / CITIZEN COMMENTS

Mr. Rames opened the discussion by commending the team on the detailed reports regarding South Runway operations. He noted that the information was particularly insightful and that he appreciated the inclusion of RNAV percentage data, which provided valuable context for understanding aircraft movements.

Dick Ward raised concerns about flooding issues in Edgewood and inquired about the airport's role in addressing this matter. Mr. Cannicle responded that while flooding concerns fall under a "different" section

within the Aviation Department, he would relay the concerns to the appropriate county section for further review. He acknowledged that airport-related developments can have an impact on surrounding communities and emphasized the importance of ongoing discussions between the county and local neighborhoods.

Kim, a resident from the City of Weston, expressed concerns about a noticeable increase in aircraft noise, particularly during early morning and late-night hours. She questioned whether planes were flying lower than before and whether altitude adjustments could be made to reduce noise and emissions. Mr. Cannicle explained that aircraft altitudes are determined by FAA-established glide paths and air traffic control sequencing, which are essential to ensure safe landings. He acknowledged that perceived altitude changes might be due to an increase in overall flight activity and shifts in operational patterns. He assured her that the airport would continue monitoring flight operations over the City of Weston and share community concerns with the FAA.

Mr. Ward also inquired about recent noise comments, mentioning that he had not heard much discussion about noise concerns in previous meetings. Mr. Cannicle explained that while comments fluctuate seasonally, there has been a recent uptick due to winter travel trends and operational shifts. He reiterated that all comments are documented and analyzed for trends that could inform future mitigation strategies.

Mr. Rames suggested including a slide in future presentations that details how the public can directly submit noise comments to the FAA. Mr. Cannicle acknowledged that while this slide had been included in previous presentations, it was omitted this time. He agreed to reintroduce it in future meetings to ensure the information remains accessible to the public.

8. NEXT MEETING – June 9, 2025, AT 6 PM

Mr. Cannicle adjourned the meeting at 7:12 p.m. The next meeting is scheduled for June 9, 2025, at 6 p.m.