September 4, 2018

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

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

Enclosed is a copy of the meeting minutes for the ANAC Meeting held on June 11, 2018, along with an Agenda for the next ANAC meeting to be held on Sep. 10, 2018, at 6:00 p.m.

The meeting will be held in Conference Room “D” located in the BCAD Offices at the Airport Commerce Park (Suite 404) - 4101 Ravenswood Road, Fort Lauderdale FL, 33312.

Please note also that the Aviation Department will be conducting rubber removal on Runway 10L/28R and Runway 10R/28L during the week of Sep. 10, 2018. The runway rubber removal process will be conducted during the overnight hours.

Each runway will be closed, one at a time, for rubber removal, painting, and other maintenance items. One runway will always remain open during the rubber removal process. The closure schedule is as follows:

- Runway 10L/28R - Closure
  Sep. 10th thru 12th between the hours of 0001-0530

- Runway 10R/28L - Closure
  Sep. 12th thru 14th between the hours of 2230-0600

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,

Winston B. Cannicle
BCAD Noise Information Officer

WBC/
AGENDA

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT
AIRPORT NOISE ABATEMENT COMMITTEE

September 10, 2018
6:00 p.m.
BCAD Conference Room “D”
Suite 404
4101 Ravenswood Road, Fort Lauderdale, FL 33312

1. Welcome
   BCAD Staff

2. Approval of Minutes – June 11, 2018 Meeting
   ANAC Chairperson

3. Old Business –
   ANAC Chairperson

4. Noise Office Update
   BCAD Staff

5. Presentation – Airport Noise & Operations Monitoring System Overview
   Bruel & Kjaer, EMS Inc.

6. Committee Member Comments

7. Citizen Comments

8. Next meeting – Dec 10, 2018 at 6:00 p.m.

Please contact Dickey Consulting - (954)467-6822 to RSVP
DATE: Monday, June 11, 2018 6:00 P.M.
LOCATION: Fort Lauderdale-Hollywood International Airport
BCAD Administrative Offices
Airport Commerce Park - Conference Room D
4101 Ravenswood Road, Suite 404
Fort Lauderdale, FL 33312

<table>
<thead>
<tr>
<th>Committee Member</th>
<th>Present/Absent</th>
<th>Cumulative Attendance (10/01/2008 – 6/11/2018)</th>
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<tbody>
<tr>
<td>(Organization Represented)</td>
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<td>Present</td>
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<tr>
<td>Ernie Siegrist (RMT#1)</td>
<td>P</td>
<td>31</td>
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<tr>
<td>Gary Luedtke (RMT#2)</td>
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<td>35</td>
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<tr>
<td>Randy Wright (RMT#2 Alt.)</td>
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<td>Richard C. Pfenniger (RMT#2 Alt.)</td>
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<td>Patricia Wright (RMT#3)</td>
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<td>Micheline Peacock (RMT#4)</td>
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<tr>
<td>Rae Sandler (RMT#5)</td>
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<td>*Alan Scharf (RMT#6 Alt.)</td>
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<td>Angelina Pluzhnyk (RMT#8)</td>
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<td>*Dick Cahoon )RMT Alt #8)</td>
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<td>*Terry Richter (RMT #8 Alt.)</td>
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<td>*Duncan Bossle (RMT#9/*Acting Chair)</td>
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<td>Debra Van Valkenburgh (RMT#10)</td>
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<td>Richard Reasoner (RMT#10 Alt.)</td>
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<td>*Eric Ram (RMT#11)</td>
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<td>Frank Derisi (RMT#11 Alt.)</td>
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<td>Jet Blue Representative</td>
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<td>US Airways Representative</td>
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<td>Delta Airlines Representative</td>
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<td>FAA ATCT Representative</td>
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RMT = Representative for neighborhood containing the identified Remote Monitoring Terminal
Alt. = Alternate RMT representative
*Designates newly appointed representative

Airport/County Staff
Winston Cannicle – BCAD, Marc Gayle – BCAD, Brad Ostendorf- BCAD and Michael Pacitto - BCAD

Acoustical Consulting Team Members
Rhea Gundry (HMMH), Katherine Preston (HMMH) and Justina Hicklyn (Dickey Consulting Services, Inc)

Visitors/Residents:
Geoff Rames (Lauderdale Isles), Richard Pfenniger, Ryan Goldman, Robert Franks, Chris Johnston, Audrey Edwards, Florence Straugh (FXE Airport)
1. WELCOME
Mr. Duncan Bossle welcomed all guests and requested that all attendees introduce themselves.

2. APPROVAL OF MARCH 2018 MINUTES
Mr. Bossle moved to approve the March 2018 Quarterly Meeting minutes. Mr. Cannicle proposed a change to Page #3, where it reads “in Dani” and will be corrected to read “in Dania”. He also commented on Mr. Eric Ram’s previous request for HMMH to look into the use of the FAA’s Noise Model as it relates to FLL’s Noise Monitoring Equipment (located: 2nd paragraph, page #2, 3rd sentence). Mr. Cannicle contacted ESA to inquire about the noise monitor data and how it relates to the Part 150 Study. The response that Mr. Cannicle received, confirmed that the 14 CFR Part 150 requires the use of the computer model to determine noise exposure in the Part 150 studies. It allows for calculations of noise exposure at numerous points around the airport, predictions of future exposure levels based on expected changes in aircraft activity. The noise monitoring information will be included for informational purposes only due to the possibility of other ambient noise sources affecting noise levels at the noise monitoring sites. Noise monitoring data will not be used as a modeling input into the Part 150 Study. Mr. Ram shared that it is his understanding from Mr. Arnold that the noise monitoring data was being used to “spot check” the system currently used to establish the algorithm.

Then, Mr. Bossle moved to approve the minutes, seconded by Mr. Luedtke and unanimously approved by the committee.

3. OLD BUSINESS
Roles and Responsibilities:
Mr. Cannicle introduced himself as the Broward County Aviation Department’s Noise Officer. His role is to receive noise comments /noise complaints and disseminate information regarding the airport noise. He noted that he does not have any decision making with regard to airspace and aircraft operations. Noise comments and complaints can be submitted via the mobile app, on the website: www.fll.net or the hotline. He also, stated that there is a department that specifically addresses noise mitigation concerns. There is also a Public Records Request Coordinator that addresses any concerns for record request. The Part 150 study information can be found here: http://www.fllpart150.com/.

Mr. Cannicle provided a noise complaint map depicting the noise complaints made to the airport in the last 90 days. He was able to identify the complaints associated with arrivals and those associated with departures. Mr. Bossle inquired about whether the source of the complaints is a result of real noise or annoyance because the residents did not previously have aircraft flying over their homes? Mr. Cannicle advised that it is due to both.

2019 North Runway Closure:
Mr. Ram asked if there was any update on the projected 6 month closure of the North runway. Mr. Cannicle said that he did not have any final dates, he was only able to confirm that it will take place in 2019. Mr. Gayle stated that the closure is being scheduled for the later part of June 2019 through November 2019. The airport is currently looking for a solicitation to apply incentives for a contractor that can complete the work in the shortest period of time to minimize the down time. The other incentive is to apply stringent liquidated damages if the contractor exceeds the expected timeline. The airport’s goal is to minimize the runway down time as much as possible.

Two Proposed Remote Monitor Terminals
Mr. Ram acknowledged receipt of information regarding the installation of the proposed remote monitoring terminals and wanted to know if he could get an update to include the specific timeline for completion. Brad Ostendorf, BCAD Environmental Manager stated that a meeting was held approximately two weeks prior with the purchasing department. The discussion included the two proposed noise monitors and also the need for the current noise monitors to be updated. The contract for the existing monitor’s software and hardware is coming to an end. The equipment is still very capable of capturing the noise events but, the technology associated with how it’s translated has become outdated. Mr. Ostendorf stated that BCAD is hopeful in being able to provide a timeline for the new installation and system update by the next quarterly ANAC meeting. Mr. Ram expressed his concern for requesting a specific date for the installation of the new monitors. Mr. Cannicle assured Mr. Ram that the implementation of the new monitors as well as the upgrade to the system will be expedited. Mr. Gayle said that he would personally follow-up with his team to get an update by the next meeting or sooner.
Ms. Sandler commented that she would like to see the implementation of a new monitor, south of Griffin Road. Mr. Cannicle
stated that the Part 150 Study would look at the current noise monitoring system to identify its strengths and weaknesses in serving the purpose that the airport has intended. The Study will also assess whether there is a need for additional noise monitors. Ms. Sandler also asked if the Study would investigate noise at the specific location that she referenced. Mr. Cannicle suggested that her inquiry be included in the ANAC’s recommendation submission to the Part 150 Study.

4. PART 150 UPDATE

Mr. Ram expressed appreciation for the receipt of information he previously requested on the regulations of the Part 150 Study. He then, requested that the BCAD make available someone who would be able to help the ANAC interpret/understand the data that was provided. Mr. Ram stated that after reading the Part 150 documents that he did not see any restrictions on the airport requesting through the Part 150 that the FAA require airlines to have a curfew, runway restrictions, specific arrival and departure procedures, etc. Mr. Bossle suggested that the examples provided by Mr. Ram would have to be addressed during the Part 150. Mr. Ram stated that he doesn’t feel that all proposed changes have to go through the Part 150 Study. It is his recommendation that the committee devise a formal response and submit it to the FAA for feedback. Mr. Cannicle shared his professional opinion that the FAA would not likely impose a mandatory closing of one runway but, encouraged the ANAC to come to a consensus and make recommendations. Mr. Gayle reminded the committee that any recommendations that come from the ANAC does not necessarily include endorsement from BCAD. Mr. Gayle also said that there may be an opportunity for BCAD to help translate/interpret the dense federal aviation regulations. It is his experience that Part 150 Studies can be long and tedious but, the process is to research every opportunity that there is to mitigate. Ms. Peacock asked what the Part 161 process would include. Mr. Gayle responded that a Part 161 Study would be required for any restrictions the FAA approves through the Part 150 process. The Part 150 is the first step.

Mr. Marc Gayle also shared that the airport is focusing on how patrons enter and exit the airport to the roadway. Every forecast shows that Fort Lauderdale–Hollywood Airport will grow within the next 20 years. The airport is currently at approximately 300,000 daily operations and its current capacity is approximately 450,000. The airport is at approximately at 2/3 rd’s of its operating capacity. The current vehicular traffic operations will have to be modified to accommodate the airport’s projected growth.

For more information on the Part 150 Noise Compatibility Planning Study please, visit: http://www.fllpart150.com/

5. PRESENTATION:

Ms. Katherine Preston, HMMH gave a presentation on “Airport Sustainability Programs”

A foundational document for sustainability is: “Our Common Future” defines sustainability as meeting the needs of today without compromising future generation’s need to meet their own needs. There are three components involved in sustainability:

- Economic Development
- Environmental Stewardship
- Social Responsibility

Airport sustainability has been modified to include the above noted components as well as Operational Efficiency. Airports’ goals are to move people and goods, safely and efficiently. The Airport Council International – North America has conducted an Environmental Benchmarking Survey with approximately 56 airports in the United States and Canada. Of the airports that were surveyed, 35% of them have undertaken Sustainability Management plans and 21% of them have a plan in process. Most of the airports exercise energy conservation (i.e. solar panels, LED lights, renewable energy projects). Green house gas emissions is a big component of airport sustainability on the environment side. Green house gas emissions initiatives (such as preparing an inventory) have been implemented by 70% of the surveyed airports.

Snap shot of what airports around the county have done to mitigate noise:

- Noise Monitoring System
- Flight Tracking System
- Flight Paths to minimize noise
- Preferential Runway Use (24 hour vs Limited)
Ground Run-Up Procedures
Run-Up Enclosures

Communication Methods:
Online Flight Tracking
Community Meetings
Newsletters
Websites

As it relates to waste reduction, 95% of the airports surveyed have some type of recycling program. Many airports are moving in the direction of working with tenants to begin composting program and food donations at the end of the day.

Rating Systems being utilized:
US Green Building Council LEED Sustainability
EPA Energy Star
Energy Star
Institute for Sustainable Infrastructure’s Envision Rating System is a rating system being used on runways, roads and bridges.
Park Smart

There are many new things on the horizon in the aviation industry such as:
Aviation Biofuels
Increasing use of carbon offsets such as the Good Traveler Program (began at San Diego Airport) the airport partners with tenants to sell carbon offsets for passengers who want to offset their CO2 emissions from their flight.
for passengers who want to offset their CO2 emissions from their flight.
Airport Cooperative Research Program
Net Zero (energy, waste, carbon emissions)

The social sustainability component includes how airport interact with the community. Airports have an economic impact with direct and indirect jobs, tourism, cargo, etcetera. The ANAC is an example of social sustainability. The EPA is conducting a pilot study on near port communities to improve communication and collaboration that includes but is not limited to airports. It includes airport community capacity and airport engagements. The three pilot cities are: Seattle, New Orleans and Savannah.

6. COMMITTEE MEMBER COMMENTS AND QUESTIONS (“ISSUES”) AND ANSWERS:
Mr. Bossle commented that there are approximately 1,600 homes in his community and half of those homes are now in the path the south runway and complaints are increasing with regards to engine particulate (black soot) coming from the aircraft overhead. There is a Airport Cooperative Research Program (Funded by the FAA) that has done some studies on airport quality control.

Mr. Ram: Why is it that the aviation community has not added under the heading of sustainability: noise regulations? Mr. Ram further described the progress as “stuck” noting that regulations have reached only stage 3. Katherine stated that from the prospective of the airports she has worked with, many of them do include “noise” as a part of their overall sustainability program. Ms. Gundry stated that standard FAA regulations are that all aircraft must meet stage 5. Currently stage 3 is the lowest level accepted in the United States. Most airports are operating stage 4 aircraft even if they are not official certified at stage 4, they would meet the stage 4 requirements.

Mr. Ram asked, how can we move forward with amending the rules as it relates to having a quorum present in order for the ANAC to vote? He added that there is never a quorum present at the ANAC Meetings. Mr. Gayle responded that he does not know how the rule could be amended but that he would look into the issue.

Mr. Luedtke noted several arrivals that took place on the same morning of the meeting and that it was his observation that two of the arrivals took place at the same time. Mr. Luedtke inquired about whether or not “NextGen” would separate those types of instances where two aircraft arrive at the same time. Mr. Luedtke noted a reporter from the Sun Sentinel who
reported that Fort Lauderdale is the fastest growing airport in the nation. Mr. Luedtke continued to point out in a handout he provided, that Fort Lauderdale airport had the same growth in 2017 as it did in 2008. Mr. Luedtke said that he requested the reporter to state his source for the information.

7. CITIZEN COMMENTS AND QUESTIONS (“ISSUES”) AND ANSWERS

Mr. Rames asked Mr. Cannicle if he followed up with the airport attorney with regard to the ANAC charter. Mr. Cannicle stated that the attorney advised the charter remains as it is and was not able to provide information as to how or if it can be changed. Mr. Rames also inquired on an update on the California rules and regulations regarding noise mitigation. Mr. Cannicle advised that a response was provided to the ANAC from HMMH in an E-Mail correspondence. Mr. Bossle said that a presentation of the information was provided by HMMH in a previous ANAC meeting and that he was requesting of Mr. Cannicle to locate the presentation for the ANAC. Mr. Rames asked what the latest update is on the noise contours maps. Mr. Cannicle stated that he does not have an update at this time. Mr. Rames requested a presentation on “How the flight tracks are generated”. Mr. Rames does not feel that the current flight tracks are correct. Mr. Chris Johnston, Vice President of Melaleuca Gardens wanted to go on record to say: The Melaleuca Gardens community would be in opposition to the south runway being utilized as the primary departure runway. He also noted that the Ocean Waterway community would also be affected in a similar capacity. Currently the community’s largest complaint is the 321 aircraft mainly operated by Spirit and Jet Blue airlines. The south runway is primarily used by Spirit and Jet Blue.

Mr. Robert Franks, a resident of Lauderdale Isles stated that he has been living in his home for 33 years and did not begin to have any noise complaints until approximately two years ago when the south runway opened. Mr. Franks noted that his home has a very well insulated roof, double pane windows and doors; and still he is experiencing and is inconvenienced with the noise of aircraft over his home. He recently (within a year) became aware of the noise complaint system. Mr. Franks wanted to know how the noise complaint data is being assessed (is it based on the number of complaints, the location, etc.). Mr. Franks pointed out the areas on the complaint map where the complaints are more saturated in comparison to other areas (i.e. Broadview Park) where there are a substantially lower number of complaints. Does that mean that there are no concerns in areas where complaints are not being made? Mr. Cannicle responded that even though an area on the map may not indicate complaints, does not mean that there are no noise complaints. Mr. Franks asked: “Are you basing your conclusions on the number of complaints received?” Mr. Cannicle stated the increase in noise complaints have increased due to western departures including the modified headings that were implemented when the South Runway opened in 2014. This is very evident when you increase the complaints from areas of Lauderdale Isles and Plantation. The system is used to plot the areas of noise comments received and provide a historical database for all noise comments received.

Mr. Ostendorf stated that the Part 150 Public Meetings would be a perfect opportunity for members of the community to provide their input.

8. ADJOURNMENT

The meeting adjourned with no further questions or comments. The next meeting is September 10, 2018.