



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

September 1, 2021

**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 14, 2021, along with an agenda for the next ANAC meeting scheduled for **September 13, 2021, at 6:00 p.m.**

Due to continued concerns related to social distancing and public interaction surrounding COVID-19, the Broward County Aviation Department will be hosting the September 13<sup>th</sup> meeting via the Webex Conference System. Meeting details are as follows:

**VIA WEBEX**


**Click [here](#) to join the meeting**  
**Meeting number (access code): 132 522 5965**  
**Meeting password: GDwpjnJV723 (43975658 from phones and video systems)**

**Or join by phone:**  
**1-650-479-3208, Access code: 132 522 5965**

**Please note** also, the Aviation Department will be conducting scheduled maintenance of the runways at the Fort Lauderdale-Hollywood International Airport (FLL) during the month of September 2021 and will require runway closures. For more details on the schedule of the upcoming runway closures, please see page 2 of this notice.

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

Sincerely,

  
Winston B. Cannicle  
Environmental Program Manager  
Broward County Aviation Department

## **FLL RUNWAY CLOSURE SCHEDULE**

Both the North Runway (10L-28R) and the South Runway (10R-28L) at FLL will close for scheduled maintenance including rubber removal, painting, and other airfield repairs. Note also that one of the runways will always remain open during these closure times.

The runway closure schedule is as follows:

- **South Runway Closure**  
Tuesday, September 7, 2021, through Thursday, September 9, 2021, between 11:45 p.m. to 6:00 a.m. (daily); AND Sunday, September 19, 2021, through Friday, October 8, 2021, between 8 p.m. – 6 a.m. (daily)
- **North Runway Closure**  
Monday, September 13, 2021, through Saturday, September 18, 2021, between 11:45 p.m. to 6:00 a.m. (daily).



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## **A G E N D A**

### **FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT AIRPORT NOISE ABATEMENT COMMITTEE**

**September 13, 2021**

**6:00 p.m.**

#### **VIA WEBEX**

**Click [here](#) to join the meeting**  
**Meeting number (access code): 132 522 5965**  
**Meeting password: GDwpjnJV723**  
**(43975658 from phones and video systems)**

**Or join by phone:**  
**1-650-479-3208, Access code: 132 522 5965**

1. Welcome  
BCAD Staff
2. Approval of Minutes – June 14, 2021, Meeting  
ANAC Chairperson
3. Noise Office Update  
BCAD Staff
4. ANAC Updates
5. Updates on the 2018 Reauthorization Act  
HMMH
6. Committee /Citizen Comments
7. Next meeting – December 13, 2021, at 6:00 p.m.

**Please contact Quest Corporation of America at (954) 483-0406 to RSVP**

Fort Lauderdale–Hollywood International Airport  
 Airport Noise Abatement Committee  
 June 14, 2021, Meeting Minutes

**DATE:** Monday, June 14, 2021, 6:00 p.m.

**LOCATION:** Via Webex

**Cumulative Meeting Attendance (10/01/2008 – 06/14/2021)**

<b>Committee Member (Organization Represented):</b>	<b><u>Present/Absent:</u></b>	<b><u>Present:</u></b>	<b><u>Absent</u></b>
Carlos Jose (RMT#1)		1	
Gary Luedtke (RMT#2)	P	45	4
Randy Wright (RMT#2 Alt.) Appointed December 2013		16	13
Patricia Wright (RMT#3) Appointed December 2013		16	13
Micheline Peacock (RMT#4) Appointed June 2015		13	10
Rae Sandler (RMT#5)		32	16
Dean Harley (RMT#5 Alt.) Appointed September 2019		1	5
Tom Gongola (RMT#6) Appointed Mar 2017		3	13
Alan Scharf (RMT#6 Alt.) Appointed December 2016		2	15
Richard “Dick” Cahoon (RMT#8) Appointed June 2017	P	13	3
Terry Richter (RMT#8 Alt.) Appointed June 2017		2	3
Geoff Rames (RMT#8 Alt.) Appointed June 2019	P	8	0
Arthur Joseph (RMT#9)		0	1
Debra Van Valkenburgh (RMT#10)		28	20
Richard Reasoner (RMT#10 Alt.)		45	3
Eric Ram (RMT#11) Appointed Mar 2017	P	13	4
Frank Derisi (RMT#11 Alt.) Appointed March 2015		12	12
Jet Blue Representative		9	39
US Airways Representative		3	45
Spirit Airlines Representative (Matt Nelson, 9/18)		12	36
FBO Representative		3	45
Southwest Airlines Representative		1	47
Delta Airlines Representative		5	43
FAA ATCT Representative (Linda Valcarce)	P	8	44
<i>Ernie Siegrist (RMT#1) Resigned September 2019</i>	-	-	-
<i>Duncan Bossle (RMT#9) Resigned June 2019</i>	-	-	-

RMT = Representative for neighborhood containing the identified Remote Monitoring Terminal

Alt. = Alternate RMT representative

\*Designates newly appointed representative

**Airport/County Staff**

Winston Cannicle – BCAD, Mishka Binns – BCAD

**Visitors**

Reginald “Reggie” Davis – FAA Regional Noise Ombudsman, Durre Cowan - FAA, Beth White – Senior Strategist for Public and Industry Engagement, FAA ATO, April Rowe – FAA; John Ahlborn

1. **WELCOME**

Ms. Binns called the meeting to order at 6:10 p.m.

2. **APPROVAL OF MINUTES FROM MARCH 8, 2021, MEETING**

Ms. Binns noted that the committee chairperson was not present and asked Geoff Rames to be the interim chairperson for the day. Mr. Rames called for a motion to approve the minutes for the March 8, 2021, meeting. Gary Luedtke made the motion to approve. The minutes were unanimously approved.

3. **PRESENTATION BY THE FAA REGIONAL NOISE OMBUDSMAN**

Ms. Binns introduced the speaker for the presentation: the FAA Regional Noise Ombudsman, Reginald “Reggie” Davis. Mr. Davis is the Acting Community Engagement Officer for FAA and was accompanied by Beth White, Durre Cowan and April Rowe, with the FAA.

Durre Cowan started the presentation with a brief introduction about her role working with the Regional Noise Ombudsman’s from the FAA office of Environment and Energy as the team lead for the noise complaint initiative, FAA Noise Portal [<https://noise.faa.gov/noise/pages/noise.html>]. Ms. Cowan informed the group that the FAA Noise Portal is being created in a two-part process to identify how the FAA can efficiently respond to and address noise complaints. She further explained how the FAA’s Noise Portal function when a noise complaint is submitted.

Richard Cahoon asked if the personal information provided by the complainant via the web portal would be saved or would a complainant need to input their information again when making another inquiry in the future. Ms. Cowan stated she would have to inquiry further on this and get back with a response.

She also stated that the FAA typically does not respond to the same general complaint or inquiry from the same individual more than once. However, if someone has more information regarding a previous complaint or an inquiry that is completely different, they will research and investigate to provide a new response. She said that the FAA reviews and tracks every complaint that comes through the Noise Portal.

John Ahlborn asked if he could receive an update on what Commissioner Ben Sorensen (City of Fort Lauderdale) had been working on with the FAA to reduce the amount of noise from planes taking off. Mr. Ahlborn stated that he noticed an increase in noise levels and asked whether the FAA could use “noise monitoring equipment” so that people do not have to enter information through a portal. Mr. Cannicle clarified that his questions pertained to a different project within the FAA and that the presenters from the FAA were here to provide information on the FAA’s Noise Complaint Initiative.

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Richard Cahoon commented that the FAA's procedures for looking at noise is completely flawed because it has nothing to do with the noise on the ground. He further stated that the FAA has come up with this academic process for avoiding any responsibility to the citizens it serves and recommended that the FAA update its research policies from pulling an average of annual complaints to a more personalized individual-based pull of information.

Eric Ram asked if the speakers from the FAA are representatives of the public pursuant to state statute and can speak on behalf of the public about concerns. Mr. Davis stated that he was the public liaison for the FAA.

Mr. Davis began his presentation with a timeline of the FAA Regional Noise Ombudsman's progress on its community engagement strategy from 2016 to 2020. Mr. Davis stated that the FAA developed new community outreach strategies to identify groups and to provide appropriate and sustainable channels of communication. He reiterated that the Regional Administrator will receive all public aircraft noise communication to the FAA.

Mr. Davis also provided details regarding his role working closely with the FAA's Regional Administrators, air traffic, environmental, legal and communications departments. He stated that his position acts as a focal point for the resolution and collection of noise-related issues, including the ones received through the FAA's Noise Portal (NCI). He maintains consistent engagement and communication within assigned areas regarding aircraft noise.

Geoff Rames asked for clarification on how the FAA would respond to a specific noise complaint. He used the example about nighttime operations after 10:30 p.m. when all take-offs at Fort Lauderdale-Hollywood International are supposed to be on runway heading, but half an hour afterward, some planes do not follow that procedure.

Mr. Davis responded that all complaints received are reviewed by air traffic specialists, and they would conduct research such as contacting air traffic control and the airport. He said the complaint would be forwarded to the Regional Administrator's office, who would provide the appropriate response.

Linda Valcarce, a support specialist at the Fort Lauderdale Tower, also mentioned that she listens to every noise comment that she receives from the airport and would review the communications by the air traffic controllers. She addressed Mr. Rames' earlier question about the nighttime operations and advised that typically during west operations aircraft are assigned 275 degree heading by the local Air Traffic Tower. She also advised that over the past year and a half, departures were assigned the correct headings unless they were affected by weather. There are times when aircraft are given non-standard headings due to weather.

Eric Ram asked if it would be possible to organize and put together an agenda for a roundtable sponsored by the committee to work with the Miami TRACON and FLL ATCT to make sure that both are aware of the nighttime restrictions.

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Mr. Davis clarified that the FAA does not coordinate roundtables and that it will be up to the airports to organize them. He said that if the committee organizes a roundtable, they would need to send the request for the Ombudsman's participation through the Regional Administrator. Eric Ram mentioned that the ANAC would be interested in sponsoring the roundtable meeting and will write to the Regional Administrator, if necessary.

Mr. Cannicle stated that the Metroplex procedures were scheduled to be implemented in August and that there should be changes in the departure procedures for FLL. He also stated that weather and operational necessity could still affect departures from the airport, but that the new procedures should reduce the issues seen today. He stated that if there are still issues, then Mr. Davis and the Regional Administrator would be contacted to determine the next steps. He suggested that the public should wait for these procedures to be implemented before requesting a meeting.

Richard Cahoon commented on the workshops held by the FAA and mentioned that the ANAC requested comments about the draft, but that they never received a response. He added that the FAA dismissed all the comments in the report, and that the FAA stated that the comments were considered and rejected. He said that this created a "great deal of resentment in the community."

Geoff Rames asked Mr. Davis, if he has seen any complaints from the Fort Lauderdale area in the FAA Noise Portal. Mr. Davis responded that he has seen some complaints about the airport but was unable to disclose specific information due to personal security reasons. Geoff Rames mentioned that the ANAC was aware of his position, but others within the community are not. He requested information about the Ombudsman and the Noise Portal for dissemination to his community.

Geoff Rames also stated that his community filed over 48,000 complaints through Mr. Cannicle's department in 2019. He mentioned that people send in the same complaint repeatedly because the same issues happen multiple times. He indicated that this could be valuable information for the FAA because they could use it to find a solution.

John Ahlborn asked for an update regarding City of Fort Lauderdale Commissioner Ben Sorensen's commitment that he was working on and what changes have been made. Mr. Cannicle reiterated that these changes were related to the FAA's Metroplex process discussed earlier. He informed that the FAA implemented the first phase of the new procedures back in April and that the second phase that includes new procedures for FLL and Miami will be implemented in August of 2021.

Gary Luedtke asked if the Tower managers were employees of the FAA. He said he was asking because after 10:30 p.m., flights are supposed to be avoiding the south runway at the airport, but in February, there were numerous overflights on the south runway after 10:30 p.m. and that most were Spirit Airlines flights.

Ms. Valcarce responded that tower managers and controllers are all FAA employees and that she reports directly to the air traffic control manager and that she was attending this meeting on his behalf. She explained that arriving aircraft into FLL are sequenced by the MIAMI TRACON and that most of the operations on runway 10R after hours were operations that the pilots-in-command requested to use.

#### **4. NOISE OFFICE UPDATE**

Ms. Binns started the noise office update with the team roles and responsibilities and reviewed the various methods to file a noise complaint. Ms. Binns presented graphics detailing the FLL operations and noise comments received, explaining that airport operations have risen and are close to pre-pandemic operational numbers.

#### **5. ANAC UPDATES**

Ms. Binns began the ANAC update with a follow-up from the last meeting on the errant track WebTrak Flight Tracking System. The vendor investigated the issue and determined that it was a poor reflection in the radar data collected. We are exploring ways to improve radar data sources. Ms. Binns stated that the FAA Metroplex Project remains on track for August 12, 2021, and ANAC will be informed about any changes. She said that for the Part 150 Study Update, the comment period ended on May 15, 2021, and that all comments will be addressed in the Final NCP Report. She also mentioned that the draft NCP report is being finalized for submittal to the FAA.

#### **6. COMMITTEE/CITIZEN COMMENTS**

Mr. Rames asked Ms. Valcarce about a concern he reported to airport back on May 3, 2021. He mentioned that while all the air traffic was going east, a pilot for Alaska Airlines asked for clearance to take off to the west and asked for an explanation on how this decision was made with regards to safety. Ms. Valcarce responded that the pilot did request clearance to depart to the west because the aircraft was too heavy to depart from runway 10L. She stated that departing from runway 28R was coordinated with Miami, and they gave the aircraft a 320-departure heading.

Mr. Rames responded that airplanes should land and depart into the wind and that the other aircraft had to depart to the east. He asked why this case was unique from the others. He stated the winds were from the east and that he did not understand her explanation. Ms. Valcarce advised him that she listened to the tape and informed him that the pilot-in-command made this request for operational necessity and as such the air traffic would accommodate the pilot's request.

Ms. Binns advised that she had reached out to the airline's corporate office regarding this operation and have not received a response yet.



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Mr. Luedtke informed the Noise Committee that Nova had a telecast on May 28 about electric airliners and their status. He stated that the program showed that carbon dioxide is two-thirds of emissions of the airplanes and is “especially bad within 10 miles of the airport.”

7. **ADJOURNMENT**

Mr. Rames made the motion to end the meeting. Mr. Luedtke seconded the motion. The meeting adjourned at 7:46 p.m. The next meeting will be held on September 13, 2021, at 6:00 p.m.