

DATE: Monday, December 9, 2019 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

Cumulative Meeting Attendance (10/01/2008 – 12/9/2019)

Committee Member (Organization Represented):	Present/Absent:	Present:	Absent:
Ernie Siegrist (RMT#1) Resigned September 2019			
Gary Luedtke (RMT#2)	P	41	3
Randy Wright (RMT#2 Alt.) _Appointed: December 2013	P	15	10
Patricia Wright (RMT#3) _Appointed: December 2013	P	15	10
Micheline Peacock (RMT#4) _Appointed: June 2015	P	11	8
Rae Sandler (RMT#5)	P	31	13
Dean Harley (Alt RMT #5 Appointed September 2019)	A	1	1
Tom Gongola (RMT#6) _Appointed: Mar 2017	A	3	9
Alan Scharf (RMT#6 Alt.) _Appointed: December 2016	A	2	11
Dick Cahoon (RMT #8) _Appointed: June 2017	P	9	2
Terry Richter (RMT #8 Alt.) _Appointed: June 2017	A	2	9
Duncan Bossle (RMT#9/ Resigned June 2019)	A	39	4
Geoff Rames (RMT #8 Alt) Appointed June 2019	P	3	0
Debra Van Valkenburgh (RMT#10)	A	26	18
Richard Reasoner (RMT#10 Alt.)	P	42	2
Eric Ram (RMT#11) _Appointed: Mar 2017	A	9	3
Frank Derisi (RMT#11 Alt.) _Appointed: March 2015	A	10	10
Jet Blue Representative (*Michael Miles, 9/18)	A	9	35
US Airways Representative	A	3	41
Spirit Airlines Representative (*Matt Nelson, 9/18)	P	11	33
FBO Representative	A	3	41
Southwest Airlines Representative	A	1	43
Delta Airlines Representative	A	5	39
FAA ATCT Representative (Richard Sack)	P	6	43

RMT = Representative for neighborhood containing the identified Remote Monitoring Terminal

Alt. = Alternate RMT representative

*Designates newly appointed representative

Airport/County Staff

Winston Cannicle – BCAD, Ryan Goldman – BCAD, Mike Pacitto – BCAD, Marc Gambrill – BCAD, Mishka Binns - BCAD

Consulting Team Members

Rhea Gundry (HMMH), Mike Carey (KHA), Sheryl A. Dickey (DCS) and I. David Byrd (DCS)

Visitors/Residents:

Florence Straugh (FXE Airport), Leona Henry (Town of Davie), Donna Peplin (Lauderdale Isles), Richard Ramcharitar (Southwest Ranches), Lorenzo Torres (Fort Lauderdale), Brett Gelsomino (Town of Davie), Cathy David (Fort Lauderdale), Michael Arnold (Orlando, FL), April Alonso (Dania Beach), Roger Halserkorn (Plantation Isles), David Moser (Dania Beach), Hector Plasecio (Dania Beach)

1. WELCOME

Mr. Winston Cannicle called the meeting to order. He announced that Mr. Eric Ram was in Europe on a business trip and would not be in attendance and that Ms. Rhea Gundry was joining by phone. Mr. Cannicle welcomed all guests and requested that all attendees introduce themselves.

2. APPROVAL OF MARCH 2019 MINUTES

Mr. Cannicle called for approval of the March meeting minutes after the following comments: Mr. Gary Luedtke asked if Mr. Dean Harley was the alternate for Noise Site 5. A few other comments were made. Mr. Dick Cahoon approved the minutes and Ms. Rae Sanders seconded.

Roles and Responsibilities

Mr. Cannicle then reviewed the roles and responsibilities of the Noise Office. He reiterated that the Noise Office receives and responds to noise comments from the community and that the FAA Air Traffic Control Tower is responsible for the sequencing all aircraft operations. Mr. Marc Gambrell advised that the Noise Mitigation Outreach Office located in Dania Beach will close after addressing the 35 units at the Hollywood Apartments. Residents can still contact the Aviation Department regarding Noise Mitigation.

3. PRESENTATION: FLL North Runway Rehabilitation Update

Mr. Mike Carey, of Kimley-Horn, presented an update on the North Runway Rehabilitation Project at the Airport. He advised that the north runway was reopened as of October 1, 2019; however periodic closures continued through November 2019, due to work related to runway grooving and final markings. He informed the committee that the project was now into Phase 4, which was scheduled to be completed by March or early April 2020. Work during Phase 4 would not require the runway to be closed.

At this time, 90% of the project was completed, but there were still miscellaneous issues being addressed, which included the settlement at one of the new connectors. The Contractors did some soil boring; the area was dug out and filled with fill concrete. Mr. Cannicle asked if the work at the taxiway connector affected the overall departures and arrivals into the airport. Mr. Richard Sack stated that this did not affect the arrivals process during west operations (arrivals from the ocean). However, during east operations (arrivals from the west), this work affected the arrival process for the north runway because it limited the number of exit options from the runway. As a result, majority of all arrivals had to use the south runway while majority of departures used the north runway. This was a safety decision made by the FAA. Mr. Luedtke advised that the Aviation Department needed to stop telling the public the runway was reopened on October 1st. Mr. Cannicle stated that this is the reasoning behind explaining all the challenges to the group.

A discussion ensued regarding the completion of this taxiway work being done because until completion, the south runway would be used for majority of arrivals at the airport. Ms. Patricia Wright asked if there is a reason why the direction cannot be changed so flights weren't over homes in the middle of the night. Mr. Sack explained that the FAA cannot use a runway that would reduce the safety or timeliness of an operation. It is anticipated that once the work was completed by Friday (Dec 13th), there would be more flexibility for use by Air Traffic. Mr. Sack reminded everyone that runway rehab project was not scheduled to be completed until March 2020 and until completion there will be times when flights would be shifted between the runways. Mr. Carey reiterated that this runway rehab project was a major project and the amount of work done during the four-month period was incredible. There were a lot of unforeseen issues that occurred, and the work done to resolve those issues. He further stated the Aviation Department and County Staff were doing their best to minimize the number of closures and impacts to the community. Mr. Cannicle added that there were some lessons learned with the messaging of the reopening of the runway and that the Aviation Department Public Information Office will reevaluate future messaging. Ms. Wright added that every neighborhood should be notified of what's happening throughout the process. Ms. Sanders also commented that opening means totally functional. Mr. Sack replied that during the four-month closure, the one runway was used to maximum capacity. The airport was the busiest single runway operation in the country, with over 950 operations on some

days. When the north runway reopened, this added some relief and operational safety was increased. Mr. Sack added that during the single runway use, the contractor was operating without any margin of error and that level of operation was hard to sustain day in and day out. With the reopening of the north runway, we were effectively able to alleviate a lot of departures on the south runway.

Mr. Sack reiterated that the taxiway connector work is anticipated to be completed by Friday (Dec 13th) and this would allow the FAA Air Traffic Control to return to normal arrivals during east operations. He pointed out that this would not be the case during west operations due to the ongoing taxiway work at the west end of Taxiway B. Taxiway B work is scheduled to be completed in March 2020. Ms. Alonso stated that residents did not know that this was going to be an issue until March 2020. Winston replied that the overall runway rehab project was always scheduled to be completed by March 2020, the runway closure phase of the north runway project was scheduled for a four-month period. However, due to unforeseen challenges throughout the project there were delays and work got shifted. Ms. Alonso added that Channel 7 told her that the Airport's Public Information Office stated that the noise could continue through March 2020. Mr. Luedtke distributed a document on Sleep Deprivation to the committee and stated that the project was supposed to have been finished on September 11th. He stated that he was not notified that runway closure work was to be extended. Mr. Carey responded that the contract for the project was set up for 120 calendar days for closure of the north runway and that there were incentives to finish early, which would have shown a September 11th completion date. He continued, stating that an assessment was done after the hurricane and the closure of the airport, and it was understood that the contractor was not going to meet the September 11th date. As a result, the contractor did not receive a bonus and had to work to complete the project in the 120 day timeframe. Ms. Wright stated the airport needed to do a better job communicating with neighborhoods that were affected with noise when the runways are going to be closed in the future. Mr. Cannicle stated he would pass this comment on to the Airport's Public Information Office.

Mr. Carey advised that part of the Engineered Material Arresting System (EMAS) on the east of end of the runways was recently damaged and that the repairs would not occur until January or February of 2020. This was due to getting the replacement blocks ordered and delivered. He further stated that this work would require the north runway to be closed for up to five days to do the repairs. He also stated that the contractor would begin the removal of the concrete plant since all concrete paving were completed. However, other ancillary work would continue this would include drainage and lighting work along with asphalt work at Taxiway Connector (T2).

Mr. Carey advised that pictures along with other progress updates on the project were available on the project website at <https://www.broward.org/Airport/Business/Community/Pages/NorthRunwayUpdates.aspx>.

4. OLD BUSINESS

Noise Monitor Install:

Mr. Cannicle gave an update and shared pictures of the new noise monitor installation. He informed the committee that Noise Site 13 (located at the Eastside Community Center in Davie) and Noise Site 12 (located on the State Park in Hollywood) were both completed and fully functional.

Noise Office (ANAC Committee):

Mr. Cannicle informed the committee that with the completion of the installation of the additional monitors, he would be reaching out to Davie and Hollywood to provide additional representatives to be on the ANAC. There was an inquiry as to why it took this long to get the monitors installed, and would other monitors be installed in other communities, like in the City of Plantation. Mr. Cannicle informed that one of the elements of the current Part 150 Study underway for the Airport is to do an evaluation of the current noise monitoring system and this could include recommendations for relocation or addition of new noise monitors. Mr. Ramcharitar requested a noise monitor be installed on his property in Southwest Ranches. He stated that the air pollution from aircraft overflights were affecting animals and the people in the Southwest Ranches Community. Mr. Cannicle said that he would pass the information on to the Part 150 Team and appropriate BCAD Staff. Mr. Rames also stated that noise event data online was only through June of this year. Mr. Cannicle informed the committee that he had some internal issues with the conversion of the data to be uploaded to the website. This was resolved and data will be uploaded soon.

Ms. Wright stated that the expansion of the south runway affected so many communities west of the airport, the Aviation Department and the FAA need to do more to see what can be done to alleviate this problem. Mr. Cannicle responded that the Part 150 Study will be evaluating all the arrival and departure procedures for the airport and will provide recommendations for improvements to the FAA. Mr. Brett Gelsomino stated he is located 10 miles west of the airport, at the initial approach fix for the south runway and provided a pictorial describing his observation and recommendations. He continued, stating that the altitude of the planes over his house were around 1,800 feet when they should be at 3,000 feet. Mr. Sack provide a detailed explanation of the approaches into FLL with a two-runway system. His explanation included the following: 1,000-foot separation for two aircraft on approach to each runway, utilization of three miles separation until both aircraft are established and cleared for approach, minimum vectoring altitude for arrivals into FLL, and Miami Approach control vectoring of aircraft into this airspace. Mr. Brett Gelsomino asked if establishing an altitude for aircraft to maintain while on approach outside of the final approach “fix” could be implemented. Mr. Sack stated that this option typically works for airports with one-runway, however, for airports with two-runway configurations they would need specific infrastructure for this option to be feasible.

Mr. Luedtke asked if conducting “sidestep” in the evenings would be possible when the main runway is completed. Mr. Sack answered that they typically do not like the “sidestep” maneuver because it creates an unstable environment for the pilot and can affect the separation of an aircraft behind. It is important that aircraft are kept on a stable approach while on final.

Mr. Luedtke stated that monitor 3 has been working as of October and the reports showed 216 pages for monitor 2 and 206 pages for monitor 3. It seems that as the planes get closer, Monitor 3 is showing less noise events and feels that Monitor 3 should be showing more events since it is closer to the airport. Mr. Cannicle responded that he would need to check further into this issue. Mr. Cannicle then presented a graphical representation of comments received over the past 90 days. A member from the audience asked if Plantation could get a noise monitor installed. Mr. Cannicle responded that through the Part 150 process there will be an evaluation conducted to determine if and where additional monitors could be installed. Ms. Wright stated that the FAA controls where monitors will be installed and continued, stating that if a recommendation is approved in the Part 150 Study, then noise monitors could be installed. It was stated the loud events reports from the noise monitors are not used to determine noise levels. Ms. Gundry followed up, stating that the 65 DNL is generally used as a threshold to receive FAA funding of noise monitors.

Part 150 Update:

Mr. Mike Arnold from ESA provided an update on the Part 150 Study. He first thanked those who have been involved with the study process. Mr. Arnold gave an explanation on use of the 65 Day/Night Average Sound Level (DNL) contour and explained that DNL was computed through a cumulative 24-hours of noise exposure, with an addition of a 10-decibel weighting for nighttime activity, the FAA defines nighttime as 10pm to 7am. Mr. Arnold further stated that the Part 150 Team have developed a set of baseline noise contours based on existing conditions and future projected activity for year 2023. He continued, explaining the methodology for DNL and forecasting based on FAA guidelines for F.A.R. Part 150 Noise Compatibility which also included having conversations with the FAA Air Traffic Control. Ms. Wright asked if altitude was incorporated into the development of the noise contours and whether it is based on actual flights or procedure standards. Mr. Arnold responded that the contours were developed by using data from the FAA’s Noise Model which included all aircraft operational and profile data.

Further discussions ensued where there were inquires and comments regarding the noise mitigation program and FAA’s Environmental Impact Statement (EIS) conducted for the south runway extension. A resident asked about the sound insulation program as her home was in the 65 DNL area. She inquired as to how to reopen a noise mitigation case. Mr. Cannicle advised her to contact the Noise Mitigation Office regarding this issue. Mr. Geoff Rames asked if it is possible to do a 5-day contour. Mr. Cannicle responded that he was not sure that this could be completed. A member from the audience asked about the RNAV precision departure for Metroplex. Mr. Cannicle responded that RNAV procedures may provide benefits for some areas “close in” to the airport. The procedures may also result in concentration of overflights to other areas west of the airport. Another member from the audience asked why the EIS contour was smaller than on the last study. Mr. Cannicle responded that through the EIS process, projections were forecasted for future runway use and that the runway use today was different than what was projected. Mr. Richard Ramcharitar asked why the FAA has Southwest Ranches listed as compatible air space when it is outside of sound treatment areas.

Mr. Arnold informed the committee that the next Part 150 Study Technical Committee (TC) meeting is anticipated to be held in late January or early February. The project website will be updated with this information, visit: <http://www.flpart150.com/>

Metroplex Update:

Mr. Cannicle advised that the FAA is anticipating that a draft of the Environmental Assessment (EA) for the Metroplex Project would be completed by spring of 2020 and public workshops to be held in the summer of 2020.

5. COMMITTEE MEMBER COMMENTS AND QUESTIONS (“ISSUES”) AND ANSWERS:

Mr. Gary Luedtke passed around another document on a flight that registered 400 feet and requested further information on this operation because it this was a nighttime arrival where the aircraft did not have lights on. Mr. Sack indicated that from the pictured provided the aircraft had on the required navigational lights. Mr. Geoff Rames reiterated that the data from the monitors are not used to check or provide input to the Part 150 Study.

6. CITIZEN COMMENTS AND QUESTIONS (“ISSUES”) AND ANSWERS:

Ms. Alonso stated that while there is an agreement with Dania Beach regarding no aircraft flights between 10:30pm – 6am, there are exceptions to the agreement which includes no hard requirements to comply and no fines for non-compliance. She also stated that she was aware that the City of Fort Lauderdale is preparing to challenge the FAA and feels that the City of Dania Beach needs to partner with the City of Fort Lauderdale as there were similar cases like this all over the United States. She also stated that residents should use apps like “Flight Radar 24” to see the tail numbers of every flights landing and taking off from the Airport. Mr. Luedtke added that Part 150 Study can possibly help with some of these issues and requested that she participate in the study. Ms. Alonso also requested that there should be more notifications and information provided regarding meetings at the airport. Ms. Wright also stated, from her experience, the noise is just as bad as before. The noise mitigation does not help as windows do not open and the screens do not move.

Mr. Ramcharitar asked if Miami Air Traffic Control was giving visual approach clearances for FLL because his community sometimes experiences aircraft altitudes of 1,500 over his location. He also inquired if aircraft can be kept at 4,000 feet over his community. Mr. Sack stated there are several methods use by Air Traffic Control to get aircraft established on the final approach. He mentioned that instrument approaches have altitudes assigned depending on the distances from the airport. Typically, when there are clear skies, Air Traffic Control will use “visual approaches” for arrivals into FLL and these operations will have to maintain altitude separations when both runways are used. He added that comments from the ANAC are important, as they help with setting the foundations for changes. Ms. Gundry added that the 2018 Reauthorization Act passed in Congress directs FAA to consider alternative metrics.

7. ADJOURNMENT:

The meeting adjourned with no further questions or comments. The next meeting is scheduled for March 9, 2020 at 6:00pm.