14 CFR PART 150 NOISE AND LAND USE COMPATIBILITY STUDY
ANAC Briefing
September 19, 2016
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Goals and Objectives

The 14 CFR Part 150 process is the Airport Sponsor’s mechanism to improve the compatibility between the Airport and surrounding communities.

FLL’s Part 150 Efforts Span 3 Decades

1987
Initial FLL Part 150 Study

1994
FLL Part 150 Update

2007
FLL Part 150 Initiated; Later Suspended
Goals and Objectives

Analyze, Evaluate, Educate

• Determine existing and future noise conditions in the vicinity of an airport
• Identify incompatible uses
• Identify measures to improve compatibility
  — Evaluate the feasibility of possible flight procedure/land use changes
  — Submit locally-endorsed recommendations to the FAA regarding noise reduction measures
  — Approved measures may be eligible for Federal grant funding
• Educate communities on the Federal process and what can and cannot be done to address aircraft noise concerns

Part 150 Studies Must Adhere to 14 CFR Part 150 Guidelines to be Accepted and Approved by FAA
Goals and Objectives

Key Issues

- Operational Concerns
  - Opening of New Runway
  - Change in Operation of North Runway
  - Potential Changes Related to NextGen/Metroplex

- Ongoing Residential Sound Insulation Program

- Community Education

- Expectation Management
Study Elements

Noise Exposure Map Report (NEM)
- Develop a Comprehensive Database of Current Conditions
- Noise Contour Development & Impact Analysis
- Prepare and Submit Noise Exposure Map (NEM) Report

Noise Compatibility Program (NCP)
- Identify and Evaluate Noise Abatement Alternatives
- Identify and Evaluate Compatible Land Use Alternatives
- Identify and Evaluate Administrative Measures
- Prepare and Submit Noise Compatibility Program (NCP) Report

Stakeholder Outreach Program
- Local Agencies
- FAA
- Public
Official Noise Exposure Maps

- Base year and at future year which is at least 5 years into the future
- Basis of comparison for effectiveness of potential noise abatement measures
- Year of submittal must be consistent with base year
  - Existing Condition: 2017
  - Future Condition: 2022
- Existing Condition based on recent 12 months of operational data applied to 2017 projected activity level
Baseline Operational Assumptions Used in Study

- Establish future operations and fleet mix
- Ensure consistency between studies
- Forecast approval is a critical path item
Model inputs (MPU Forecast, ANOMS, NCDC)

- Detailed fleet mix
- Time of day
- Runway use
- Flight track location and use
- Stage length
- Meteorological conditions
14 CFR Part 150, Appendix A, requires NEM’s to include flight tracks out to at least 30,000 feet from each runway end.
Project Website – www.fllpart150.com

Consistent with BCAD Standards

Key Elements

• Project information
• Notification of upcoming meetings
• Comment mechanism
• Links to other websites
Public Outreach

• Initial Coordination with Nearby Jurisdictions
  – 5 meetings to present project and solicit TAC members
• Initial Kickoff Public Workshops
  – 5 informal workshops on consecutive nights
• NEM Public Workshop
  – Single large venue informal workshop
• Newsletters (6)
• NCP Public Workshop/Hearing
  – Single large venue informal workshop followed by formal hearing
Technical Advisory Committee

Purpose and Objectives of the TAC

• Represent the interests of their organization and/or constituents
  – The TAC’s role is advisory
  – Forum for experts to review study documents
• Provide informed feedback related to the noise exposure maps and noise compatibility program
• TAC members are also expected to advise their organization and/or constituents of the TAC’s discussions
Who is typically represented?

- The Airport Proprietor (Broward County)
- The Federal Aviation Administration
- Aircraft operators – airlines, cargo carriers, corporate and general aviation operators
- Community representatives
- Governmental agencies
- Local planning agencies

8 Full TAC Meetings

- Operational Procedure Working Group (3 meetings/3 calls)
- Land Use Technical Working Group (2 meetings/3 calls)

* One Airport Noise Abatement Committee (ANAC) representative shall be appointed by ANAC members to represent ANAC at the Part 150 Study TAC meetings. The ANAC representative will be responsible for reporting back to the ANAC.
Schedule

Preliminary Part 150 Schedule

Noise Exposure Maps
- Data Collection
- Public Outreach
- Noise Modeling
- NEM Report/FAA Acceptance

Noise Compatibility Program
- Alternatives Analysis
- NCP Report
- Public Hearing
- FAA 180 Day Review/ROA
Questions?