May 26, 2017

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 March 13, 2017, along with an Agenda for the next ANAC meeting to be held on June 12, 2017, 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 June 5, 2017. 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
  June 5th thru 7th between the hours of 0001-0530

- Runway 10R/28L - Closure
  June 7th thru 9th 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

June 12, 2017
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 – March 13, 2017 Meeting
   ANAC Chairperson

3. Old Business –
   ANAC Chairperson

4. Noise Office Update
   BCAD Staff

5. Presentation –
   HMMH

6. Committee Member Comments

7. Citizen Comments

8. Next meeting – Sept. 11, 2017 at 6:00 p.m.

Please contact Dickey Consulting - (954)467-6822 to RSVP
DATE:       Monday, March 13, 2017 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 Attendance
(10/01/2008 – 3/13/2017)

<table>
<thead>
<tr>
<th>Committee Member (Organization Represented)</th>
<th>Present/Absent</th>
<th>Present</th>
<th>Absent</th>
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<tr>
<td>Dr. Michael Richmond (Chair)</td>
<td>P</td>
<td>29</td>
<td>5</td>
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<tr>
<td>Ernie Siegrist (RMT#1)</td>
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<td>Gary Luedtke (RMT#2)</td>
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<td>Patricia Wright (RMT#3)</td>
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<td>Chris Johnston (RMT#4)</td>
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<td>Micheline Peacock (RMT#4 Alt.)</td>
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<td>Rae Sandler (RMT#5)</td>
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<td>Duncan Bossle (RMT#9)</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>Jet Blue 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

Acoustical Consulting Team Members
Rhea Gundry – HMMH


Other Visitors: Florence Straugh – City of Fort Lauderdale; Kristen Carter - Commissioner Ryan’s Office

1. WELCOME
Mr. Richmond opened the meeting by introducing himself and requesting that attendees do the same. He announced his resignation as the ANAC Chair, due to ongoing scheduling conflicts. He is working with the BCAD to find a replacement. Dr. Richmond recommended that the chair be “neutral” and NOT a stakeholder. Mr. Cannicle presented a token of appreciation to Dr. Richmond from the committee and requested that each ANAC member sign it.
2. APPROVAL OF MARCH 2016 MINUTES

Dr. Richmond moved to approve the December 12, 2016 minutes. Mr. Luedtke referred to page 4 of 4, Response 4.8 which read: “Mr. Luedtke replied that one of the recommendations was to limit western departure on the South runway.” He stated his position is the opposite of what was recorded. He requested that Response 4.8 read: “…one of the recommendations was to limit western arrivals on the South runway.” The minutes were revised, approved, and seconded unanimously.

3. OLD BUSINESS

Mr. Cannicle reported that Mr. Chris Johnston has resigned as the RMT #4 representative due to personal obligations, and that Ms. Micheline Peacock, the current RMT#4 alternate, would become the prime representative. Dr. Richmond made an official motion to elect Ms. Peacock as the RMT #4 representative, the motion was seconded by Mr. Bossle and unanimously passed by the committee. Mr. Cannicle requested Ms. Peacock’s assistance in finding a new alternate for RMT #4.

Mr. Cannicle stated that all public information requests are handled by Jalaine Chambers (jchambers@broward.org). The options for submitting an official complaint are the hotline, the website and most recently launched: the mobile application. The mobile application is being used frequently and receiving a favorable response. There is a link on the website to download the app: http://www.broward.org/Airport/noiseInformation/Pages/ANACCommittee.aspx.

Mr. Cannicle reviewed recent complaint statistics. In both January and February 2017 over 13,000 complaints were received; fewer than 500 complaints were received each month in September, October, and November. Mr. Cannicle attributes most of the increased complaints in 2017 to the increased number of western departures, which also has caused a shift in where complaints are originating. An ANAC member shared that she sometimes experiences several simultaneous departures over her home in a day, and as a result has submitted several noise complaints in the same day. Approximately 9,000 of the complaints were from one household. A visual depiction of Mr. Cannicle’s PowerPoint can be viewed on the Noise Abatement website: http://www.broward.org/Airport/noiseInformation/Pages/ANACCommittee.aspx.

Issue 1: How many of the complaints were obtained through the use of the mobile application?

Answer 1: Mr. Cannicle reported that mobile is the highest contributor to recently received noise complaints.

Issue 2: Mr. Luedtke pointed out that he received in his mail packet a depiction of where the complaints originated.

Response 2: Mr. Cannicle replied that he would be providing the information in his presentation at the next meeting.

Issue 3: Is there a noise monitor in Lauderdale Isles providing data to substantiate increased noise or is the data a result of residents seeing aircraft that were not present before?

Answer 3: Mr. Cannicle stated that increased west departures have led to increased aircraft noise in that community.

Issue 4: Ms. Pluzhnyk, stated that the ongoing aircraft noise has an effect on her overall health and ability to stay alert during daytime hours. Her community is one mile from the airport. MD80 and MD11 aircraft frequently fly over her home. RMT #8 is currently located at a school and not in the residential area (where the aircraft noise is an extreme nuisance); so the monitor is not a reflection of the noise the residents are experiencing under the current departure procedures. Ms. Pluzhnyk reported that she and her neighbors have observed several aircraft flying directly over their homes and requested the research on the tracks that indicate the air traffic is over I-595. She requested that the tracks be calibrated.

Answer 4: Mr. Cannicle stated that the FAA, not the airport, devises flight tracks. He noted that the issue at hand is modified headings at the airport; the monitoring system only tracks flights and measures noise; it cannot remedy the issue.

Issue 5: Is monitor placement going to be addressed in the Part 150?

Answer 5: Yes, the Part 150 will examine the system as a whole, to see where any improvements can be made.

Issue 6: Is there a timeframe for that?

Answer 6: Approximately 24 to 36 months.

Issue 7: Why are modified headings needed?

Answer 7: Mr. Cannicle stated the EIS (Environmental Impact Statement) noted the close proximity of the two parallel runways required that departure headings had to be modified to account for the distance between the two runways.
Issues 8: What does the airport use to verify the accuracy of the flight tracks they provide?

Answer 8: Mr. Cannicle replied that the flight tracks are received directly from the FAA.

Issue 9: What is the altitude of an aircraft going over RMT #8?

Answer 9: Approximately 1500 feet and climbing.

Issue 10: If FedEx aircraft are deviating from the assigned headings, can Air Traffic Control assign a different heading?

Answer 10: The airport cannot tell Air Traffic Control how to assign a heading.

Issue 11: Mr. Cannicle addressed a complaint from Mr. Luedtke regarding an aircraft that circled over his residence.

Answer 11: Mr. Cannicle replied that the aircraft had to turn around and land on the north runway. The aircraft had to circle back to allow another aircraft on the ground to depart.

Issue 12: Dr. Richmond requested that the minutes reflect that the committee has requested on several occasions that FAA Air Traffic Control attend the ANAC meetings. Mr. Luedtke then requested the airlines also be present at the meetings.

Answer 12: Dr. Richmond stated that the new Aviation Director is working to appeal to airlines to attend ANAC meetings.

Issue 13: Mr. Cannicle addressed Mr. Luedtke’s previous concern regarding “missing data.” Mr. Luedtke noted that when landing on the south runway aircraft pass RMT #3, then #2, and then land. He notes events and then looks for them on the Loud Events reports. He observes that many aircraft register on RMT #3 but not on RMT #2.

Answer 13: Mr. Cannicle’s preliminary research shows data is not missing; the issue could be a correlation error in the system. Specific information is requested of the system; e.g., wind direction, day, time, noise level, aircraft type, operation type, runway use, flight number, altitude, etc. If one of the requested values is “null” the specific flight is not captured in the report. Mr. Cannicle said he would review the system with Ms. Gundry to see if they can identify any correlation errors.

4. PART 150 UPDATE

The Part 150 is ongoing; the consultants are currently in a data collection phase. The website is scheduled to go live in the near future pending final approval. Mr. Luedtke will be representing the ANAC on the Technical Advisory Committee (TAC). Dr. Richmond stated the ANAC representative is responsible for providing the conclusions of the plan and the data that led to the conclusions. The TAC is scheduled to have a meeting in second quarter of this year (April 2017 – June 2017).

Issue 14: Is the Next Generation system still going to be implemented?

Answer 14: The FAA would be the appropriate entity to provide that update.

Issue 15: Mr. Luedtke shared his understanding of the Part 150 as recommending ways to quiet the airport in the future, as well as forecast airport activity.

Issue 15: What type of data is the consultant collecting for the Part 150 study?

Answer 15: The consultant is reviewing information from the ANOMS system, operational data from the FAA, land use data from local jurisdictions (GIS), etc.

Issue 16: Does the land use data from the local jurisdictions include inter-local agreements?

Answer 16: I am not sure.

Issue 17: Are the noise complaints analyzed as well?

Answer 17: Yes.

Issue 18: Do you expect the Part 150 consultant to attend the ANAC meetings from time-to-time, to provide an update?

Answer 18: Yes. They are still in the data collection phase and there isn’t very much to report at this time.

5. PRESENTATION:

Ms. Rhea Gundry from HMMH made a presentation on Point-of-Closest-Approach (POCA). The full presentation can be found on the ANAC website: [http://www.broward.org/Airport/noiseInformation/Pages/ANACCommittee.aspx](http://www.broward.org/Airport/noiseInformation/Pages/ANACCommittee.aspx). Ms. Gundry noted the POCA is relative to a noise monitor, not an individual’s home. It provides information on the distance from the
aircraft to the monitor in three dimensions when an aircraft triggers a noise event, based on noise level and duration. The aircraft altitude reported is the altitude at the POCA relative to the monitor, not over the monitor or a residence.

**Issue 19**: Mr. Luedtke wanted to know what the altitude of an aircraft is supposed to be at monitor #3.

**Answer 19**: Ms. Gundry noted the altitude in the example provided in her presentation was 376 feet and that she is unable to provide insight as to what it should be. An FAA rule/guideline doesn’t exist regarding what the altitude should be.

**Issue 20**: Mr. Luedtke shared: In theory an aircraft should have an altitude of approximately 300 feet at monitor #3 and he has record of aircraft as low as 150 feet. He would like to recommend at the Part 150 meeting that some type of reprimand be set in place to address this issue of lower than usual altitudes.

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

**Issue 21**: Mr. Luedtke stated that he is going to begin visiting RMT locations to get an understanding of the aircraft noise they are experiencing. He recommended that the members and residents visit Dania Cove Park located at 27th Terrace (two blocks from Griffin Road). Mr. Luedtke commented that his sound insulation on his home has exceeded the projected 10 days and is currently on day 31. Mr. Luedtke inquired as to why the Town of Davie has two representatives on the Part 150 panel.

**Answer 21**: Mr. Cannicle stated it is because Davie requested to have two representatives.

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

**Issue 22**: When aircraft take-off on a modified flight path, is there a time limit on when they can take-off?

**Answer 22**: The distance is considered, not the time.

**Issue 23**: The resident stated that he would like the number of flights to be assessed as a part of the Part 150 study and also the increased aircraft in correlation to cruise ship departures. The resident shared his safety concerns for the vultures in the New River area: He feels that the planes are departing and arriving too close to the area where the vultures nest.

**Issue 23**: It is Mr. Luedtke’s opinion that the Fort Lauderdale-Hollywood International airport could be capable of departing and arriving simultaneously.

**Issue 24**: What responsible party in Broward County will oversee the Part 150 Consultant to ensure that they are adhering to all tasks as outlined by their contract?

**Answer 24**: Several BCAD employees will be responsible for making sure the consultant is performing all assigned tasks.

**Issue 25**: The resident shared his concern regarding the accuracy of the flight track data. He has requested various tracks in the past and feels that they were not correct. Are flight tracks a part of the data being collected by the Part 150 consultant?

**Answer 25**: Yes.

**Issue 27**: Ms. Pluzhnyk asked Mr. Cannicle if she provided some examples of flights of concern, if he could forward it to Mr. DelNegri for him to review.

**Answer 27**: Mr. Cannicle agreed to forward the examples to Mr. DelNegri for review.

**Issue 28**: Are the complaints verified and acted upon when several complaints are sent from one household? Does it make a difference to submit more than one noise complaint in the period of a month? It seems that the complaint line calls are being minimized because they only included “107” households.

**Answer 28**: Mr. Cannicle stated that the complaints are not minimized in any way but, he must consider in his data that many of the complaints in the month of January 2017 and February 2017 were received from one household.

**Issue 29**: What will the Part 150 consider? The households or the number of complaints? Mr. Bossle stated that some people are simply disturbed by the fact that they are now seeing aircraft over their homes. Some individuals have been homeowners for 20+ years and it is a new experience to have aircraft over their homes. Mr. Cahoon noted many people are becoming tired of complaining because they don’t feel that there are any results.

**Answer 29**: Dr. Richmond stated that the noise events will be experienced by some, while others do not experience the same event. If a home is positioned in a place where it receives more noise than others, this information is critical for Mr. Cannicle to have in determining what the needs are to be addressed.
Issue 30: Ms. Edwards, a resident of Lauderdale Isles suggested that Mr. Cannicle visit the Lauderdale Isles community to make observations, in light of the data on the tracks being different from what the community is experiencing.

Response 30: Mr. Cannicle stated that he has and will continue to visit the Lauderdale Isles community. He is very aware that there are ongoing noise issues. He has been onsite and called ATC himself to verify what may be affecting the occurrences that he observes in the field. Mr. Cannicle has also observed aircraft in this area that appear to be directly overhead but, is actually over 595. For now he has to work with the data that is provided to him by the FAA.

Issue 31: Dr. Richmond stated that at this time Mr. Cannicle can only work with what is being provided by the FAA. One of the residents said that it is her opinion that bad data going in will only yield bad data going out. Dr. Richmond further stated that proving that the FAA track data is questionable, will take time, it will not be a quick process. The FAA will be a part of the Part 150 process. Mr. Bossle stated the he worked in the aviation manufacturing field for many years and although a product could be manufactured in 12 to 18 months, to address aircraft noise, approval and implementation from the FAA could take 5 to 10 years. Ms. Sandler stated that her home is in Melaleuca Gardens and several of her neighbors feel that planes are flying directly over their homes when in actuality they are a few blocks away.

Response 31: Mr. Cannicle reiterated that he has to use what is available to him at this time. The Part 150 is one of the tools the airport will use to determine if the current data is reliable.

Issue 32: Mr. Cahoon referred back to plane #1 in the HMMH presentation. He stated that their community roads are 3/10 of a mile long but, the presentation shows a 2 mile distance.

Response 32: The ground distance to monitor #8 in the slide is 0.22 miles, not 2.0 miles.

Issue 33: Do airplanes have to have the same distance (separation) apart for landing as arrivals?

Answer 33: Mr. Bossle stated there are many contributing factors, such as traffic volume, weather, and Miami air traffic.

Issue 34: When the mobile app refers to the type of complaint (Too High, Too Low, etc.) does it make a difference when you select more than one option?

Answer 34: Mr. Cannicle said that it is logged as one noise complaint but the additional information is beneficial and captured in the record.

8. ADJOURNMENT

Dr. Richmond thanked the guests and the committee for having him as the ANAC chair.

The meeting adjourned with no further questions or comments. The next meeting is June 12, 2017.