February 27, 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 December 12, 2016, along with an Agenda for the next ANAC meeting to be held on March 13, 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 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/mbs
AGENDA
FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT
AIRPORT NOISE ABATEMENT COMMITTEE

March 13, 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 – December 12, 2016 Meeting
   ANAC Chairperson

3. Old Business –
   ANAC Chairperson

4. Noise Office Update
   BCAD Staff

5. Presentation – Point-of-Closest-Approach (PCA)
   HMMH

6. Committee Member Comments

7. Citizen Comments

8. Next meeting – June 12, 2017 at 6:00 p.m.

Please contact Dickey Consulting - (954)467-6822 to RSVP
DATE: Monday, December 12, 2016 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

Committee Member
(Organization Represented) Present/Absent Present Absent
Dr. Michael Richmond (Chair) A 28 5
Ernie Siegriest (RMT#1) P 26 7
Gary Luedtke (RMT#2) P 30 3
Randy Wright (RMT#2 Alt.) P 12 2
Patricia Wright (RMT#3) A 11 4
Chris Johnston (RMT#4) A 9 2
Micheline Peacock (RMT#4 Alt.) A 3 5
Rae Sandler (RMT#5) A 24 9
*Tom Gongola (RMT#6) P 1 0
*Alan Scharf (RMT#6 Alt.) P 1 0
*Chris Schirmer (RMT#7) P 1 0
Angelina Pluzhnyk (RMT#8)* P 6 1
John More (RMT#8 Alt.)* A 3 4
Duncan Bossle (RMT#9) P 31 2
Debra Van Valkenburgh (RMT#10) A 23 10
Richard Reasoner (RMT#10 Alt.) P 31 2
*Eric Ram (RMT#11) P 1 0
Frank Derisi A 8 2
Jet Blue Representative A 7 26
US Airways Representative A 3 30
Spirit Airlines Representative A 6 27
FBO Representative A 2 31
Southwest Airlines Representative A 1 32
Delta Airlines Representative A 5 4
FAA ATCT Representative A 2 4

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
Ted Baldwin – HMMH

Visitors
Residents: Geoffrey Rames, Bob Leonard, Khalil Nasser, and Richard C. Pfenniger
Florence Straugh – FXE
1. WELCOME

Mr. Bossle opened the meeting by introducing himself and asking each attendee to do the same.

2. APPROVAL OF MARCH 2016 MINUTES

Mr. Luedtke referred to item #2 in the September 2016 minutes. He wanted to clarify that he would like to see landings from the west (over the Griffin corridor) limited, and have the minutes amended to reflect this clarification. A second amendment was proposed to change the minutes where the answer “yes” was given to the question regarding whether Dr. Richmond had met with the new Aviation Director Mark Gale. The proposal was made to revise the answer to state “No, Mr. Gale decided to meet with the full committee.” With these two changes accepted, the minutes were approved unanimously.

3. OLD BUSINESS

Mr. Cannicle reported that the Edgewood Civic Association notified him that they have candidates to represent RMTs #6 and #7. Mr. Tom Gongola stated that he lives the closest to RMT#6 and would represent that monitor; Mr. Gongola was invited to have a seat at the committee table. Mr. Alan Scharf was identified as the RMT#6 alternate and Mr. Chris Schirmer identified as the RMT #7 representative. Mr. Cannicle noted that RMT #5 is currently down due to damage to the circuit board. The damage was unexpected and not budgeted. Mr. Cannicle is working to have the RMT repaired as soon as possible.

A new option has been established for submitting noise complaints using a mobile app. There is a link on the BCAD website to download the app: [http://www.broward.org/Airport/noiseInformation/Pages/ANACCommittee.aspx](http://www.broward.org/Airport/noiseInformation/Pages/ANACCommittee.aspx). Mr. Reasoner asked how the system will treat a complaint if a person submits it from a location outside of Fort Lauderdale or even out of state. Mr. Cannicle stated that the app links all complaints to FLL. Mr. Cannicle did a short presentation on how the app works; the presentation can also be found on the BCAD website.

Mr. Cannicle noted that Mr. DelNegri could not attend the meeting; if anyone has questions or concerns regarding tower operations they should email Mr. Cannicle and he will forward it to Mr. DelNegri for a response.

**Issue #1: Rubber Removal on North and South Runways**

**Question 1.1:** If the south runway is composed of concrete and the north runway is composed of asphalt, why do they need to be closed simultaneously for rubber removal and maintenance?

**Answer 1.1:** The north runway gets approximately 66% of traffic and the south runway gets 33% of traffic, so in general more rubber builds up on the north runway. As a result of that and the difference in construction, the north runway must be closed for a longer period than the south runway.

4. PART 150 UPDATE

An attendee proposed reducing departures to the east (where his home is located). Mr. Baldwin recommended he submit his proposal to the Part 150 Technical Advisory Committee (TAC) because the study will investigate preferential runway use.

Mr. Cannicle reiterated that ESA (Environmental Science Associates) is conducting the Part 150 Study. ESA is in the data collection phase and is working toward launching a Part 150 website by the end of December 2016. The website will provide information and updates on the Part 150 Study and allow visitors to leave comments and questions about the study.

Representatives for the TAC and the Study Coordination Committee (SCC) are being solicited. Mr. Cannicle noted that the ANAC needs to select a representative for the TAC. At the September 2016 ANAC, Mr. Luedtke, Ms. Pluzhnyk, and Ms. Van Valkenburgh volunteered. Mr. Bossle made a motion to appoint Mr. Luedtke; Mr. Siegrist seconded the motion. The motion passed. Ms. Pluzhnyk was elected as the alternate. Initial committee meetings are tentatively scheduled for late February or early March 2017. Local jurisdictions will appoint representatives to the SCC. The SCC’s purpose is to disseminate information about the study to the general public in each jurisdiction.

**Question 2.1:** Can you clarify what you are waiting on from the City of Fort Lauderdale?

**Answer 2.1:** We are waiting for the city to name its representatives for the TAC.

**Question 2.2:** How many people will be selected from each jurisdiction?

**Answer 2.2:** One representative each, with the exceptions of Davie and Fort Lauderdale, which have requested two representatives each because of their need to address issues on multiple sides of the airport.
5. PRESENTATION: There was no presentation.

6. COMMITTEE MEMBER COMMENTS AND QUESTIONS:

Question 3.1: How does the FAA define “simultaneous departure”?

Answer 3.1: Mr. Baldwin stated that the FAA most likely has a very formal response to such a question. Mr. Cannicle said if the question is emailed to him, he will forward it to Mr. DelNegri. Mr. Baldwin said if the question is about independent operations, that is a different matter; runways can have simultaneous independent operations if they are spaced far enough apart. For example, Denver has three runways that operate independently because there is enough separation. Mr. Luedtke observed that in the past the alternative may have been a fourth runway.

Comment 4.1: Mr. Eric Ram, the new representative for RMT #11 briefly introduced himself; he is a commercial pilot with experience flying in airspace with noise regulations. He asked why there was no RMT east of the south runway.

Response 4.1: Mr. Cannicle and Mr. Baldwin replied that the ANAC has recommended new RMTs to the east and west of the south runway. Mr. Cannicle has an upcoming meeting with the BCAD attorneys to discuss them. A presentation on the ANAC website shows the proposed locations: [www.broward.org/Airport/noiseInformation/Pages/ANACCommittee.aspx](http://www.broward.org/Airport/noiseInformation/Pages/ANACCommittee.aspx).

Question 4.2: How can ANAC members help to speed up the process for procuring the two proposed RMTs?

Response 4.2: Mr. Cannicle stated it is an internal BCAD procurement issue. HMMH has completed the specifications.

Question 4.3: Are missed approaches tracked by the airport?

Response 4.3: Mr. Cannicle said the monitoring system can be used to manually identify missed approaches, but there is no system in place to automatically identify them. Mr. Baldwin said he is unaware of any airport maintaining an official log of missed approaches. He noted that the FAA is concerned with “real time” issues related to safe aircraft operations. Mr. Cannicle said he would refer this question to Mr. DelNegri.

Comment 4.4: Mr. Luedtke noted that USA Today has a weekly feature that presents airport-related questions from the general public, with answers provided by pilots. Mr. Luedtke distributed copies to the committee. Mr. Luedtke encouraged individuals to visit Dania Cove Park (25th Terrace/ Dania Cutoff Canal) to experience what it is like to have a flight path in close proximity to their home. Mr. Luedtke distributed photographs of aircraft flying over his home. Mr. Luedtke asked if information is missing on the Loud Events Reports due to RMT malfunctions, specifically at RMT #2 and #3.

Response 4.4: Mr. Cannicle said he was not aware of any ongoing malfunctions. He noted the vendor had adjusted the settings on the RMTs, which may assist in correlating more noise events with aircraft events.

Question 4.5: Is there a paper trail that identifies the adjustments to the settings on the RMTs?

Response 4.5: Mr. Baldwin stated the system specifications call for it to log all changes to the settings.

Comment 4.6: Mr. Luedtke commented that a FedEx plane on fire on the north runway resulted traffic being redirected to the south runway. He noted that in past situations, such as in 2015, a plane was taken to a holding area. He asked why it was not done in this case. He asked where the holding area is located.

Response 4.6: Mr. Cannicle was unaware of the details of the event in 2015 so could not provide an explanation.

Comment 4.7: Mr. Luedtke stated that planes should be approximately 400 feet above RMT #2 and he provided a depiction where he charted distances of less than 400 feet.

Response 4.7: Mr. Baldwin noted that the altitude information provided in the noise reports are for the aircraft altitude when the maximum noise level is measured during a noise event; which may not be when the aircraft is over the monitor; it may be when the aircraft is some distance from the monitor, even while it is over the airport, where it is very low.

7. CITIZEN COMMENTS AND QUESTIONS

Comment 4.1: The table of departures listed a Runway 28L departure at 4:00 pm and a 28R departure at 4:01 pm; would that be considered a simultaneous?

Answer 4.1: We will get clarification from Mr. DelNegri.
Question 4.2: A resident from north of the runway asked if the monitors capture non-aircraft noise events.

Response 4.2: Mr. Baldwin added that the monitors are constantly capturing noise events; which could be airplanes, or community noises like a vehicle passing, kids playing, a train, etc. The system is designed to use various characteristics of the noise events and the proximity of aircraft flights in time and space relative to a monitor to try to identify those caused by a specific flight. He noted that it can be challenging for an automated system to perform the correlations. Humans are much better at distinguishing between aircraft and other noise sources. The system is designed to be conservative; when there is some doubt, it will generally identify the noise source as an aircraft, if there is an aircraft close enough. He stated he has done a presentation on the subject in the past and would be happy to do it again to provide a comprehensive answer.

Question 4.3: A resident questioned the value of the monitors if they are not used for the contours or the Part 150 Study.

Response 4.3: Mr. Luedtke stated the monitors provide the number of events.

Question 4.4: Mr. Nasser stated that recent departures have been flown at headings over 300 degrees. Are these events investigated? There is also zero degree separation between many departures.

Response 4.4: Mr. Cannicle said has investigated some of the referenced events and determined in those cases the deviation was due to weather. Mr. Cannicle said that he would provide the information to Mr. DelNegri for a response.

Comment 4.4: Mr. Nasser noted he had observed such deviations on November 20, 2016, when the weather was clear, and on December 6, 2016, during partially cloudy weather. He understands that there can be special circumstances but does not understand why deviations must continue throughout the day.

Comment 4.5: An attendee commented in favor of the monitors. While they may not be used for contours or in the Part 150 study, but they support the fact that communities around the airport are affected by aircraft noise and help justify the study.

Question 4.6: What is the relationship of this committee to Mr. Gale? Are recommendations made to Mr. Gale?

Response 4.6: No recommendations have been made to date to Mr. Gale, because of his recent arrival.

Question 4.7: Were recommendations made to Kent George?

Response 4.7: Yes

Question 4.8: Can you provide an example of one of those recommendations?

Response 4.8: Mr. Luedtke replied that one of the recommendations was to limit western departure on the south runway. Mr. George responded directly to Mr. Luedtke and requested that he hold his inquiry until the Part 150 Study.

Comment 4.8: Mr. Cannicle noted other examples include past recommendations for noise abatement signage on the airfield, which the airport installed.

Comment 4.9: One of the residents stated that he observed a jet with the BCAD initials on it.

Response 4.9: Mr. Baldwin explained the jet does not fly. FedEx donated it for use in airport rescue and firefighting training.

Comment 4.10: Mr. Luedtke asked that Mr. DelNegri resume attending ANAC meetings because his input is very helpful.

Response 4.10: Mr. Cannicle noted that Mr. DelNegri has not been able some recent meetings for personal reasons.

8. ADJOURNMENT

The meeting adjourned with no further comments. The next meeting is March 13, 2017.