September 9, 2016

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 an Agenda for the next ANAC meeting to be held on Sept. 19, 2016, at 6:00 p.m. and the meeting minutes from the ANAC Meeting held on June 13, 2016.

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 Sept. 12, 2015. Rubber removal 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
  Sept. 12th – Sept. 14th between the hours of 0001-0600

• Runway 10R/28L - Closure
  Sept. 15th – Sept. 16th 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/mbs
AGENDA

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT
AIRPORT NOISE ABATEMENT COMMITTEE

September 19, 2016
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 – Jun 13, 2016 Meeting
   ANAC Chairperson

3. Old Business –
   ANAC Chairperson

4. Noise Office Update
   BCAD Staff

5. Presentation
   Part 150 Update

6. Committee Member Comments

7. Citizen Comments

8. Next meeting – December 12, 2016 at 6:00 p.m.

Please contact Dickey Consulting - (954)467-6822 to RSVP
DATE:        Monday, June 13, 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

Cumulative Attendance
(10/01/2008 – 6/13/2016)

<table>
<thead>
<tr>
<th>Committee Member (Organization Represented)</th>
<th>Present/Absent</th>
<th>Present</th>
<th>Absent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dr. Michael Richmond (Chair)</td>
<td>P</td>
<td>28</td>
<td>3</td>
</tr>
<tr>
<td>Ernie Siegrist (RMT#1)</td>
<td>P</td>
<td>25</td>
<td>6</td>
</tr>
<tr>
<td>Gary Luedtke (RMT#2)</td>
<td>P</td>
<td>29</td>
<td>2</td>
</tr>
<tr>
<td>Randy Wright (RMT#2 Alt.)</td>
<td>P</td>
<td>12</td>
<td>1</td>
</tr>
<tr>
<td>Patricia Wright (RMT#3)</td>
<td>P</td>
<td>11</td>
<td>2</td>
</tr>
<tr>
<td>Chris Johnston (RMT#4)</td>
<td>P</td>
<td>8</td>
<td>1</td>
</tr>
<tr>
<td>Micheline Peacock (RMT#4 Alt.)</td>
<td>A</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Rae Sandler (RMT#5)</td>
<td>A</td>
<td>23</td>
<td>8</td>
</tr>
<tr>
<td>Vacant (RMT#6)</td>
<td>A</td>
<td>0</td>
<td>31</td>
</tr>
<tr>
<td>Dave Reich (RMT#7)</td>
<td>A</td>
<td>12</td>
<td>19</td>
</tr>
<tr>
<td>Angelina Pluzhnyk (RMT#8)*</td>
<td>P</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Joseph M. Gizzo (RMT#8 Alt.)</td>
<td>A</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>John More (RMT#8 Alt.)*</td>
<td>A</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Duncan Bossle (RMT#9)</td>
<td>P</td>
<td>29</td>
<td>2</td>
</tr>
<tr>
<td>Debra Van Valkenburgh (RMT#10)</td>
<td>P</td>
<td>22</td>
<td>9</td>
</tr>
<tr>
<td>Richard Reasoner (RMT#10 Alt.)</td>
<td>P</td>
<td>29</td>
<td>2</td>
</tr>
<tr>
<td>John Passalacqua (RMT#11)</td>
<td>A</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Frank Derisi</td>
<td>P</td>
<td>7</td>
<td>1</td>
</tr>
<tr>
<td>Jet Blue Representative</td>
<td>A</td>
<td>7</td>
<td>24</td>
</tr>
<tr>
<td>US Airways Representative</td>
<td>A</td>
<td>3</td>
<td>28</td>
</tr>
<tr>
<td>Spirit Airlines Representative</td>
<td>A</td>
<td>6</td>
<td>25</td>
</tr>
<tr>
<td>FBO Representative</td>
<td>A</td>
<td>2</td>
<td>29</td>
</tr>
<tr>
<td>Southwest Airlines Representative</td>
<td>A</td>
<td>1</td>
<td>30</td>
</tr>
<tr>
<td>Delta Airlines Representative</td>
<td>A</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>FAA ATCT Representative</td>
<td>A</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

RMT = Representative for neighborhood containing the identified Remote Monitoring Terminal
Alt. = Alternate RMT representative
*Designates newly appointed representative

Airport/County Staff
Winston Cannicle – BCAD, Michael Pacitto – BCAD

Acoustical Consulting Team Members
Ted Baldwin – HMMH; Justina Hicklyn & Shanice Williams – DCS

Visitors
Residents: Khalil M. Nasser, Geoffrey Rames, Lynn Calhoon, Dick Calhoon, Bob Leonard, Michael Bent, Mike Seaman, Lori Lewellen, A. Bloir, Donna Peplin, Mike Castillo and Robert Reinertsen
Florence Straugh – FXE, Joseph Cassarino – FXE, John Bertino – Commissioner Ryan’s Office

1. WELCOME
Dr. Richmond opened the meeting by introducing himself and asking each attendee to do the same.
2. APPROVAL OF MARCH 14, 2015 MINUTES

There were no amendments to the minutes. The minutes were approved by Ms. Pluzhnyk and seconded by Mr. Luedtke. A unanimous motion was passed to approve the March 14, 2015 minutes.

3. OLD BUSINESS

Mr. Cannicle provided a brief description of his role as the Airport Noise Officer, to assist the attendees in understanding its limitations relative to FAA’s role at the airport and to the Noise Mitigation program.

Mr. Cannicle reported that he had been working with the monitoring system vendor (B&K) to investigate why counts of noise events vary among adjacent monitors. The vendor has determined that the system has on occasion failed to perform the automatic point-of-closest-approach (PCA) analysis that is scheduled to take place each night. When the PCA analysis does not run, the system does not have any aircraft flight tracks to correlate with noise events. For days and sites where these processing failures have been identified, the vendor has (and will continue to) manually initiate the PCA and track-to-noise-event processing and “backfill” the ANOMS database. Mr. Cannicle has obtained a commitment from the vendor to: (1) identify why the automatic processing is failing in some instances, (2) implement a permanent fix, and (3) monitor the ongoing system operation to identify any recurrence of the problem.

Mr. Cannicle is waiting for a purchase order to proceed with the acquisition of the two proposed remote monitors in John U. Lloyd Park and Davie. Mr. Cannicle is working diligently to move the procurement process forward as quickly as feasible.

4. NOISE OFFICE UPDATE

Issue #1: Typical Aircraft Altitudes at Noise Monitor Locations

At the March ANAC, the committee requested typical altitudes for arrivals and departures at each monitor. At this meeting, Mr. Cannicle presented information on typical aircraft altitudes at their point-of-closest-approach (PCA) to each monitor. He explained that not all aircraft fly directly over the monitors, so the altitudes are not necessarily the altitude directly over the monitors. The committee indicated they appreciated the information and requested that Mr. Baldwin make a presentation on PCA at the September ANAC. Mr. Cannicle agreed.

Question 1.1: Who regulates aircraft altitudes? How should residents report operations that appear to be dangerously low?

Response 1.1: Mr. Cannicle stated that the FAA – not BCAD – regulates altitudes, and that residents should report any operations that appear to be dangerously low to the FAA’s Flight Standards District Office (FSDO). He stated that if residents send reports of this type to him he forwards them to the FSDO.

Comment 1.2: Mr. Johnston observed that aircraft descend at about 300 feet per nautical mile on final approach.

Comment 1.3: Mr. Luedtke commented that he has experienced several altitudes lower than 300 feet over his home.

Comment 1.4: Mr. Johnston said the altitudes described by Mr. Luedtke are a “Safety” issue as opposed to a “Noise” issue.

Comment 1.5: An attendee asked why some aircraft rev their engines on approach. Other attendees noted that reasons for power adjustments on approach might include factors such as turbulence, wind effects, changes in flap settings, etc.

Issue #2: Part 150

The Board of County Commissioners approved the Part 150 in April 2016 and the Notice to Proceed is expected late June.

Question 2.1: Will ANAC have meetings to review Part 150 results and provide input before the general public?

Response 2.1: Dr. Richmond stated that the ANAC will have input early. Mr. Baldwin suggested that all those interested in the details of the Part 150 should visit the BCAD website where the details of the scope of work can be found.

Comment 2.2: A resident stated that she felt the current departure headings are not represented in the contours.

Response 2.2: The Part 150 will present a new set of contours, derived from current flight track and operations data.

Comment 2.3: Ms. Pluzhnyk has compiled a list of questions on the EIS, including its relationship to Part 150.

Response 2.3: Mr. Cannicle noted that the EIS is an FAA document and the Part 150 is a separate BCAD document. He will forward Ms. Pluzhnyk’s other questions to the correct entities for response.
Issue #3: Runway Closure

Mr. Cannicle briefed the committee on a 30-hour runway closer planned for 12:01 a.m. on June 14, 2016 to 6:00 a.m. on June 15, 2016. A continuous 30-hour closure is needed to accommodate the scope of the work.

Question 3.1: Will the work continue regardless to weather conditions?

Response 3.1: Mr. Cannicle advised that he was not provided with an alternate “bad weather” schedule.

Comment 3.2: Dr. Richmond encouraged the attendees to make their neighbors aware of the closure.

Issue #4: Noise Complaints

Mr. Cannicle provided a graph of the 838 noise complaints received in April 2016, by zip code and household.

Question 4.1: Ms. Pluzhnyk requested that the 33312 zip code be broken down on the report, because it includes several cities. Mr. Cannicle said he would look into the possibility of providing a report that depicts the full nine-digit zip code.

5. PRESENTATION: 14 C.F.R. Part 36 Aircraft Noise Certification: Jet “Stages” Currently Operating at FLL

Mr. Baldwin made a presentation on Part 36 aircraft noise certification standards and “Stages: The full report is at http://www.broward.org/Airport/NoiseInformation/Pages/ANACCommittee.aspx. He provided a graphical depiction of the aircraft technology advances and the significant noise reduction over time. Mr. Baldwin’s presentation included the jet airline operations relative to Part 36 stages for the 4th quarter of 2015 at FLL. Four of the airlines [Spirit, Frontier, Envoy (regional jets) and IBC (regional jets)] met the highest Stage 5 requirements, which are still just a proposal, on average. Congress mandated that all aircraft jets operating in the United States meet Stage 3 aircraft standards by January 1, 2000.

Question 4.1: What Stage does Jet Blue meet?

Response 4.1: The specifics for each airline can be found on the quarterly PQS (Partnership for Quieter Skies) reports posted on the BCAD website.

Question 4.2: Are hush kits being developed for Stage 3 aircraft?

Response 4.2: Since Congress has not set a phase out for Stage 3 aircraft, there is no market for hush kits.

Question 4.3: Is the data in the presentation from the remote monitors?

Response 4.3: The data is based on the FAA certification of the aircraft when designed and produced.

Question 4.4: Does an aircraft’s stage change as it ages?

Response 4.4: No. Part 36 certification is based on aircraft design, which does not deteriorate.

Question 4.5: The information provided in Mr. Baldwin’s presentation will be very helpful in the Part 150 process. Ms. Pluzhnyk inquired about the possibility of providing a report that shows the percentage of airplanes that meet each stage.

Response 4.5: Mr. Cannicle asked that Mr. Baldwin look into providing this for the next Committee meeting.

6. COMMITTEE MEMBER COMMENTS AND QUESTIONS:

Question 6.1: Will there be a new EIS after the upcoming Part 150 is completed?

Response 6.1: The FAA will determine at the conclusion of the Part 150 study if any recommendations require further environmental review. The FAA would be responsible for undertaking that review.

Question 6.2: How will the Part 150 reflect the noise impact of the new departure tracks?

Response 6.2: It will address actual operations in the existing conditions year and forecast for five years in the future.

Comment 6.3: Ms. Van Valkenburgh suggested that Dr. Richmond represent the ANAC at the Part 150 Study

Response 6.3: Dr. Richmond stated that he would not be able to represent the committee because he has to remain neutral.

Question 6.4: Did the EIS address alternatives to the extended south runway?

Response 6.4: The EIS considered a number of alternatives. The documentation describes them in detail.
**Question 6.5:** What was the purpose of the extension?

**Response 6.5:** The EIS includes a chapter titled "Purpose and Need" that answers this question in detail.

**Comment 6.6:** Ms. Pluzhnyk observed that the flight tracks provided by the monitoring system show tracks too far below Lauderdale Isles in many cases. She thanked Mr. Baldwin and Mr. Cannicle for visiting her neighborhood and further requested that they contact the vendor to check the accuracy of the tracks they provide. If the vendor is unable to comply with that request she wanted a formal letter from the vendor stating that they have done all they can do.

**Response 6.6:** Mr. Cannicle said he would contact the vendor on the matter. He requested that she provide additional examples that they could investigate.

**Comment 6.7:** Mr. Luedtke raised several issues: (1) He requested access to a list of landings at the airport between 9 p.m. and 9 a.m. (2) He observed that current activity levels were lower than those forecast in the analyses that led to the expansion of the south runway. (3) He requested that the residents join him in supporting a runway use program that would limit use of the south runway to landings in west flow and takeoffs in east flow.

**Response 6.7:** Mr. Cannicle said he would investigate whether there was readily available information to his first question and that the second issue related to the EIS which was an FAA document and is a closed matter. Mr. Baldwin noted that preferential runway use is a noise abatement category that must be considered in the Part 150.

**7. CITIZEN COMMENTS AND QUESTIONS**

**Comment 7.1:** A resident living east of RMT # 9 for the last five years noted that his community’s major complaint is soot residue from aircraft operations. He has reviewed the EIS and questions the section regarding soot. He would like to see improvements in air quality.

**Response 7.1:** Air quality and the EIS are outside the scope of the ANAC charter.

**Comment 7.2:** A resident who lives north of Griffin Road said her neighbor was turned down for the sound insulation program. He was told that his home could get re-tested but when he called he was turned down.

**Response 7.2:** Dr. Richmond recommended that he contact the Noise Mitigation Program.

**Comment 7.3:** The BCAD should shift landings from the south runway to the north runway.

**Response 7.4:** The EIS studied different variations in runway use. The County proposed a restricted runway use off the west-end of the south runway that the FAA rejected. The EIS explains in detail why the proposal was denied.

**Question 7.5:** Can community surveys be used to present this possibility to the committee for the Part 150?

**Response 7.5:** The Part 150 scope of work is on the BCAD website. It outlines the plan for public outreach and input.

**8. ADJOURNMENT**

The meeting adjourned with no further comments. The next meeting is September 19, 2016.