



**AVIATION DEPARTMENT - Fort Lauderdale-Hollywood International Airport**  
320 Terminal Drive, Suite 200 • Fort Lauderdale, Florida 33315 • 954-359-6100

November 30, 2023

**SUBJECT: THE BROWARD COUNTY AVIATION DEPARTMENT  
AIRPORT NOISE ABATEMENT COMMITTEE (ANAC) MEETING**

Dear County Commissioners / City Officials / ANAC Members / Airport Community,

Enclosed please find a copy of the meeting minutes from the last ANAC meeting held on September 11, 2023, along with an agenda for the next ANAC meeting scheduled for **December 11, 2023, at 6:00 p.m.**

The Broward County Aviation Department will be hosting the December 11 meeting via the Webex Conference System. The meeting details are as follows

**VIA WEBEX**

Click [here](#) to join the meeting  
or go to <https://www.webex.com> and click the caption entitled "Join a Meeting"  
**Meeting number (access code): 2633 244 9579**  
**Meeting password: erEKc9vFm37 (37352983 from phones and video systems)**

**Or join by phone:  
1-650-479-3208, Access code: 2633 244 9579**

Please feel free to contact me at (954) 359-6181 or at [wcannicle@broward.org](mailto:wcannicle@broward.org) should you have any questions, or visit the Aviation Department's website at [www.fll.net](http://www.fll.net) for more information.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Cannicle", is written over a light blue circular stamp.

Winston B. Cannicle  
Environmental Program Manager  
Broward County Aviation Department



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## **A G E N D A**

### **FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT AIRPORT NOISE ABATEMENT COMMITTEE**

**December 11, 2023  
6:00 p.m.**

#### **VIA WEBEX**

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1. Welcome  
BCAD Staff
2. Approval of Minutes – September 11, 2023, Meeting  
ANAC Chairperson
3. Noise Office & ANAC Update  
BCAD Staff
4. Update – FAA Reauthorization Act  
HMMH
5. Committee /Citizen Comments
6. Next meeting – March 11, 2024

**Please contact Quest Marketing and Communications at (954) 699-3556 to RSVP**

**DATE:** Monday, September 11, 2023  
**LOCATION:** WebEx

**CUMULATIVE MEETING ATTENDANCE (10/01/2008 – 9/11/2023)**

<b>Committee Member (Organization Represented):</b>	<b>Present/Absent:</b>	<b>Present:</b>	<b>Absent:</b>
Carlos Jose (RMT#1)	A	1	9
Gary Luedtke (RMT#2)	A	51	7
Randy Wright (RMT#2 Alt.) Appointed December 2013	A	16	22
Patricia Wright (RMT#3) Appointed December 2013	A	16	22
Micheline Peacock (RMT#4) Appointed June 2015	A	16	16
Tom Gongola (RMT#6) Appointed Mar 2017	A	3	21
Alan Scharf (RMT#6 Alt.) Appointed December 2016	A	2	24
Richard “Dick” Cahoon (RMT #8) Appointed June 2017	P	21	4
Geoff Rames (RMT#8 Alt.) Appointed June 2019	P	17	0
Arthur Joseph (RMT#9)	A	2	8
Debra Van Valkenburgh (RMT#10)	A	30	27
Eric Ram (RMT#11) Appointed Mar 2017	P	21	4
Frank Derisi (RMT#11 Alt.) Appointed March 2015	A	13	20
Jet Blue Representative (Michael Miles, 9/18)	A	10	47
Spirit Airlines Representative (Matt Nelson, 12/13) (Richard Sack, 6/12)	A	12	43
FBO Representative	A	4	53
Southwest Airlines Representative	A	3	55
Delta Airlines Representative	A	5	51
FAA ATCT Representative (Don Ellington, Amanda Shapiro)	P	15	47

RMT = Representative for neighborhood containing the identified Remote Monitoring Terminal

Alt. = Alternative RMT representative

\*Designates newly appointed representative

**Airport/County Staff**

- Winston Cannicle, BCAD
- Steve Kirkpatrick, BCAD

**Visitors**

<b>Visitors Name</b>	<b>Agency/Affiliation</b>
Rhea Hanrahan	Harris Miller Miller & Hanson (HMMH)
Bryan Rand	Harris Miller Miller & Hanson (HMMH)
Shane Jackson	FAA (Community Outreach)
Michael Cobelo	Quest Corporation of America
Kathleen Walter	Quest Corporation of America
Josh Pierce	Quest Corporation of America
Dr. Alexandra Cook	Quest Corporation of America
Cheri Capuano	Community member, Villa Harbor Isles/Dania Beach
Andrew Hipolito	Project Manager with Broward County Aviation Development
Gasser Douge	BCAD

### **1. WELCOME (BCAD STAFF)**

Broward County Aviation Department (BCAD) Environmental Program Manager Mr. Winston Cannicle called the meeting to order at 6:09 p.m.

### **2. APPROVAL OF MINUTES – JUNE 12, 2023, MEETING (ANAC CHAIRPERSON)**

Airport Noise Abatement Committee (ANAC) Chair Mr. Geoff Rames (RMT #8 Alt.) motioned to approve the June meeting minutes, seconded by Mr. Richard Cahoon (RMT #8). The June meeting minutes were unanimously approved.

### **3. NOISE OFFICE & ANAC UPDATE (BCAD STAFF)**

Mr. Cannicle explained the roles and responsibilities of the Noise Office and Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT). He stated BCAD collects information from the community and shares pertinent data with Air Traffic Control (ATC) and noted that the FAA ATC primarily focuses on aircraft sequencing and airspace separation. He provided BCAD's contact information for public records requests, shared the Part 150 project website, and options for submitting noise comments. He also stated that contact information for ANAC members needed to be updated. Mr. Cannicle shared a brief synopsis of noise comments BCAD has received, highlighting an increase during winter months, particularly in December due to west winds. He said there is also a notable increase in noise comments during the month of August, likely linked to an increase in west departures.

### **SOUTH RUNWAY NIGHTTIME AND RNAV WAYPOINT PERCENTAGES**

Ms. Rhea Hanrahan presented the South Runway Nighttime Use Report for the second quarter of 2023 (April–June). She provided a review of the Voluntary Runway Use Program, established through an interlocal agreement between Dania Beach and Broward County. She said the program involves voluntarily limiting nighttime use (10:30 p.m. – 6:00 a.m.) of the South Runway (10R-28L). The report tracks nighttime operations and is structured with a breakdown of nighttime operations for each month, categorizing them into arrivals and departures.

For the South Runway usage during the second quarter of 2023, Ms. Hanrahan provided the following operations summary:

- April:
  - There was an unusual surge in operations due to an unprecedented rain event.
  - Cleanup efforts necessitated increased South Runway use.
- May:
  - May began with increased nighttime usage due to cleanup from the April rain event.
  - Increased usage tapered off in the second half of the month.
- June:
  - Standard operations resumed with infrequent South Runway use.
  - There was an increased usage of the South Runway on June 17 due to runway maintenance.

Mr. Cannicle mentioned that the increased use of the South Runway in June was due to runway maintenance on June 17. He highlighted the importance of understanding the reasons behind fluctuations in nighttime runway usage, as these factors can vary from month to month and can be influenced by maintenance and other operational needs. Ms. Hanrahan also presented a distribution chart for each month, illustrating the hourly distribution of nighttime operations.

Ms. Hanrahan provided a new addition to the report that consisted of a breakdown of operations within the first and last five minutes of the curfew hours. She stated this addressed concerns from the ANAC during previous discussions about flights attempting to comply with the voluntary closure times between 10:30 p.m. and 6:00 a.m. Following this detailed breakdown, Ms. Hanrahan presented a breakdown by airline. The data revealed that Spirit Airlines was the most significant contributor to nighttime operations, consistent with their overall high presence at the airport, particularly during the nighttime hours. Ms. Hanrahan also presented an appendix that detailed incidents of and reasons for arrivals and departures that occurred during the Voluntary Use Program hours during the second quarter of 2023.

#### **4. OVERVIEW – FLL NORTH RUNWAY DRAINAGE WORK BCAD CAPITAL DEVELOPMENT**

Mr. Andrew Hipolito from the BCAD presented details of an upcoming project scheduled for October 2023, known as "Airfield Drainage Improvements (A2/A3 and Northeast Retention Area)." Mr. Hipolito indicated that this project was a crucial initiative to address current drainage problems on the airfield, especially after standards permit, which is typically 48 hours. He also stated that recent FAA inspections, specifically Part 139 inspections, necessitated the adherence to these drainage standards to avoid penalties. Mr. Hipolito provided the following information about the upcoming project.

##### **Project Scope and Solutions:**

- The project area includes drainage improvements between Taxiway A2 and A3 and the 28R approach end EMAS.
- Proposed solutions involve the installation of new drainage inlets and a French drain (slotted pipe) to facilitate proper water dissipation.
- Visual aids showed the problematic ponding water and the areas earmarked for remediation.

##### **Engineering Complexity:**

- Notably, the excavation for the drainage trench is extensive, with a depth of 13 feet and a width of 12 feet. This underlines the scale and intricacy of the project.

##### **Schedule and Airfield Impact:**

- The project is scheduled for October 2023, with specific timeframes allocated for each phase.
- Due to the project's location within the safety area, limited operations are expected on the North Runway for the duration of the project.
- The extent of impact depends on the direction of runway use (east or west), with potential reductions in runway length for landings, but takeoff capacity remains unaffected.

**Efforts to Minimize Impact:**

- BCAD and contractors have made concerted efforts to mitigate operational disruptions. The contractor is employing two crews for 8 hours each, 16 hours daily, seven days a week, to expedite the project.
- The aim is to reduce traffic impacts and avoid the complete closure of the North Runway during the construction period.

**Anticipated Noise Impact:**

- The project is expected to result in increased daytime and nighttime operations on the South Runway.

Mr. Cannicle requested a summary from Mr. Don Ellington and Ms. Amanda Shapiro regarding how the runway usage will be impacted by the upcoming project. Mr. Ellington from the FLL Air Traffic Control Tower explained the potential scenarios based on the project phases:

**Phase 1 (Northeast Work - October 13–17, 2023):**

- Runway 10L/28R will have 9,000 feet available with no restrictions for departures.
- The arrival distance for east flow will be reduced, which may lead to more aircraft using the South Runway.

**Phase 2 (A2/A3 Work October 18–29, 2023):**

- The closure during this phase will result in work being very close to the runway area.
- During east flow, departures might use the shorter available runway length (6,000 feet), while landings will be directed to the South Runway.
- During west flow, usage of the shorter runway depends on barricade placement, and it may not be used if deemed unsafe due to barricade positions.
- The South Runway will likely be used for most operations, with the North Runway anticipated to be used primarily for departures.

**5. COMMITTEE / CITIZEN COMMENTS**

ANAC members Mr. Rames and Mr. Cahoon expressed concerns regarding RNAV utilization. Mr. Rames inquired about the declining RNAV percentages. Ms. Hanrahan explained their efforts to understand the cyclical nature of the issue, and pointed out when monthly average rainfall decreased, there was an observed improvement in adherence to RNAV procedures. She emphasized they were working to gain a better understanding of the factors influencing increases and decreases in adherence to RNAV. Mr. Cahoon questioned the correlation between monthly average rainfall and RNAV percentages, and Ms. Hanrahan clarified that there is an inverse correlation which becomes more evident during drier months. Mr. Cannicle added that RNAV percentages through the first waypoint appeared to have improved, and discrepancies in adherence may occur after that point, which lowers the overall RNAV adherence percentage. Ms. Shapiro seconded this, adding that there are times when operations may need to deviate from RNAV procedures to avoid adverse weather conditions.

Mr. Rames and Mr. Cahoon inquired about noise complaints received in the areas where aircraft appeared to deviate from RNAV, specifically in communities west and north of the airport. Mr. Cannicle

advised that there has been an increase in comments from areas west and north of the airport, particularly when the airport is in west flow operations. He also indicated that the volume of comments received from areas farther north was not as high as for areas closer to the airport. Mr. Rames suggested the report be broken down to focus on specific waypoints and provide a more detailed snapshot of RNAV adherence for the purposes of this group closer to the airport.

Further conversation regarding RNAV adherence ensued, and Mr. Cahoon pointed out that a large number of aircraft appeared to deviate from RNAV near Hacienda Village. Mr. Cannicle explained there are situations when RNAV-capable aircraft are given assigned headings instead of the RNAV headings for separation from non-RNAV aircraft. He clarified that when a non-RNAV aircraft departs from the airport, they would need to be separated from those aircraft assigned on RNAV headings.

Mr. Cahoon asked about RNAV procedures when there is weather present, and Mr. Ellington explained that changes can occur to the RNAV procedures when there are weather-related issues, and this has been an ongoing effort for the past few months. He also emphasized that the FAA has automated changes to address these issues, which has had a positive impact on noise abatement as well.

#### **6. NEXT MEETING – DECEMBER 11, 2023, AT 6 PM**

Mr. Cannicle adjourned the meeting at 7:37 p.m. The next meeting is scheduled for December 11, 2023 at 6:00 p.m.