



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

February 24, 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 December 12, 2022, along with an agenda for the next ANAC meeting scheduled for **March 13, 2023, at 6:00 p.m.**

The Broward County Aviation Department will be hosting the March 13th meeting via the Webex Conference System. The meeting details are as follows:

VIA WEBEX

Join the meeting [now](#)

Meeting number (access code): 2633 904 9159

Meeting password: 9K8PmX6em9w (95876963 from phones and video systems)

Or join by phone by calling:

1-650-479-3208, Access code: 2633 904 9159

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.fl.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

**March 13, 2023
6:00 p.m.**

VIA WEBEX

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1. Welcome
BCAD Staff
2. Approval of Minutes – December 12, 2022, Meeting
ANAC Chairperson
3. Noise Office & ANAC Update
BCAD Staff
4. Presentation – National Airspace System Overview
HMMH
5. Committee /Citizen Comments
6. Next meeting – June 12, 2023

Please contact Quest Marketing and Communications at (561) 873-5595 to RSVP.

DATE: Monday, December 12, 2022, 6 p.m.

LOCATION: Via Webex

Cumulative Meeting Attendance (10/01/2008 – 12/12/2022)

Committee Member (Organization Represented):	Present/Absent:	Number of Times Present:	Number of Times Absent:
Carlos Jose (RMT#1)	Absent	1	6
Gary Luedtke (RMT#2)	Present	51	4
Randy Wright (RMT#2 Alt.) Appointed December 2013	Absent	16	19
Patricia Wright (RMT#3) Appointed December 2013	Absent	16	19
Micheline Peacock (RMT#4) Appointed June 2015	Absent	16	13
Tom Gongola (RMT#6) Appointed Mar 2017	Absent	3	18
Alan Scharf (RMT#6 Alt.) Appointed December 2016	Absent	2	21
Richard “Dick” Cahoon (RMT #8) Appointed June 2017	Present	18	4
Geoff Rames (RMT#8 Alt.) Appointed June 2019	Present	14	0
Arthur Joseph (RMT#9)	Absent	2	5
Debra Van Valkenburgh (RMT#10)	Absent	30	24
Eric Ram (RMT#11) Appointed Mar 2017	Present	19	4
Frank Derisi (RMT#11 Alt.) Appointed March 2015	Absent	13	17
Jet Blue Representative (Michael Miles, 9/18)	Absent	10	44
Spirit Airlines Representative (Matt Nelson, 12/13)	Absent	11	41
FBO Representative	Absent	4	50
Southwest Airlines Representative	Absent	3	52
Delta Airlines Representative	Absent	5	49
FAA ATCT Representative (Don Ellington, Amanda Shapiro)	Present	11	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; Ryan Goldman, Broward County

Visitors

Name	Agency/Affiliation
Don Decker	City of Weston, City Manager
Yedda Frank	Cooper City Resident
Mark Watters	Plantation Resident
Jeri Pryor	Fort Lauderdale Executive (FXE), Airport Program Manager
Jay	Public
George Rivera	Airspace Support Specialist, Miami Center
Rhea Hanrahan	Harris Miller Miller & Hanson (HMMH)
Bryan Rand	Harris Miller Miller & Hanson (HMMH)
Erin Ryan	Quest Corporation of America
Nannette Rodriguez	Quest Corporation of America
Terry Cure	Quest Corporation of America

1. WELCOME

Winston Cannicle called the meeting to order at 6:03 p.m.

2. APPROVAL OF MINUTES FROM THE SEPTEMBER 12, 2022, MEETING

Gary Luedtke motioned to approve the September meeting minutes, seconded by Eric Ram. The September meeting minutes were unanimously approved.

3. NOISE OFFICE AND AIRPORT NOISE ABATEMENT COMMITTEE (ANAC) UPDATE

Mr. Cannicle introduced Steve Kirkpatrick, Broward County Aviation Department's (BCAD) newest team member to the Environmental Section. Steve will be providing support during the ANAC meetings.

An update on the north runway closures was provided. The north runway has been closed daily from 12:01 a.m. to 5:30 a.m. since November 1, 2022, for drainage and safety improvements and is expected to return to normal operations on December 16, 2022. During the north runway closure, the south runway was active for aircraft operations.

The Fort Lauderdale-Hollywood International Airport (FLL) Part 150 Study Noise Compatibility Program (NCP) Update Report was published on October 18, 2022, starting the Federal Aviation Administration's (FAA's) 180-day formal review and 60-day public comment period. The final NCP Update Report and information about providing comments are available at www.fllpart150.com. The FAA's 180-day period ends March 11, 2023, and the 60-day comment period ends December 17, 2022. The FAA is expected to issue a Record of Approval on or before April 10, 2023.

George Rivera, Miami Center, advised following the online comment instructions to provide comments.

4.A SOUTH RUNWAY NIGHTTIME USE REPORT 2022 QRT 3

Rhea Hanrahan provided an overview of the South Runway Nighttime Use Quarterly Report for Quarter 3 (July–September). Ms. Hanrahan presented the nighttime south runway daily totals throughout the quarter, hourly summary by month, airline summary, and an appendix listing reasons operations were using the south runway.

Don Ellington, FLL ATCT asked for clarification on how the information was displayed and the timeframes for each chart. Ms. Hanrahan responded that the report provided an overview of both the entire quarter and per month analysis.

Mr. Ram asked if additional information and context could be included to help people better understand the data in the report. Mr. Cannicle responded that he would investigate possible improvements.

Yedda Frank, a Cooper City resident, asked if the report was available online. Ms. Hanrahan informed her the report is reviewed during the ANAC committee meetings and is not available online but can be provided upon request.

Ms. Hanrahan went on to explain that based on comments from the September 2022 ANAC meeting, explanations for runway closures and south runway utilization on certain days are included in an appendix. Mr. Ram asked if the appendix has an explanation for all arrivals and departures shown in the charts and the information source. Mr. Cannicle clarified that the appendix had an explanation for most

of the nighttime operations. The information is provided to Mr. Cannicle from BCAD's operations division and/or the Air Traffic Control Tower (ATCT).

Mr. Ram asked for an explanation for each nighttime south runway operation and the number of operations affected by closures. A discussion followed between Mr. Ram, Mr. Ellington, and Mr. Cannicle regarding the process by which changes in operations are communicated from the ATCT to BCAD.

Mr. Cannicle clarified that he receives the appendix data from BCAD's operations division and/or the FAA/ATCT. He stated that the source varies depending on the reason for the change in operations and said the team will discuss how to clarify information and provide further quality control and assurance. Mr. Ram added the community would like to see the south runway voluntary closure agreement being followed as much as possible, and the report is supposed to help provide explanations to the public.

Amanda Shapiro, FLL ATCT, provided positive feedback about the report and found the information and explanations to be accurate.

Mr. Rivera asked if Part 150 is going to increase operations. Mr. Cannicle informed him that Part 150 does not increase operations.

Mr. Ram expressed his appreciation for the FAA's commitment to minimizing south runway usage.

4.B AREA NAVIGATION (RNAV) WAYPOINT PERCENTAGES

Ms. Hanrahan then gave an overview of the FLL RNAV initial fix and waypoint analysis off each runway end for departures. She stated that percentages were lower for departures county-wide, but the waypoints ANAC members are concerned with, the initial fix right off the runway end, are at 80 to 90-percent compliance during takeoff for jet traffic.

Mr. Rivera asked if the presentation could be shared with the group. Mr. Cannicle stated he will share the presentation with him.

Mr. Rames asked if the chart only showed aircraft that fly over the first waypoint. Mr. Cannicle clarified that some of the flights included in the airspace density map do show aircraft that vectored off the waypoints because they might not be RNAV-equipped for their operations. He stated while, at times, there are aircraft that utilize FLL that are not RNAV-equipped, they are seeing more compliance with operations between the first two waypoints.

Mr. Ram expressed that the report is an excellent addition to the South Runway Report. He asked if all the blue lines off the runway ends represent aircraft without RNAV capabilities. Mr. Cannicle confirmed that he is correct, and the same applies to the west. In some instances, aircraft in east flow pass through the first waypoint LLBOW but not the second waypoint ROOOM, and Mr. Cannicle explained that aircraft can vector from the RNAV procedures for various reasons, such as airspace management or conflicts. Mr. Ellington added some reasons would be airspace accommodations for shorter flights (i.e., Miami to Palm Beach), weather conditions, high airspace traffic or aircraft not being on RNAV from takeoff.

Mr. Cannicle gave an example of all FLL west departures from October 1, 2022 to October 15, 2022, and a discussion followed with the group. Ms. Hanrahan mentioned the example provided was meant to answer the question: If a turboprop is on a 305 heading, why would a jet be assigned a 290 heading

when DREDS has more separation? Ms. Hanrahan stated there could be conflicts further along the flight path that would not support safe separation between these two flights.

Mr. Ellington added FLL uses west operations when there are heavy winds from the northwest. Due to the weather conditions, aircraft assigned the 290-heading traffic will typically be south of the line displayed on the map. Mr. Ellington said the LIFRR procedure is only used for certain destinations in south Florida and that the DORAL procedure is not contiguous and allows flights to vector based on airspace traffic. Ms. Shapiro added that propeller type aircraft on the DORAL RNAV procedure can still impact operations for jets using the jet RNAV procedure. The ATCT typically issues headings for northbound props regardless of whether they are using DORAL.

Mr. Rames asked if aircraft passing DREDS have to go to the SHELZ waypoint or can they go to a point further west. Mr. Ellington responded that compliance appears to be high between these waypoints, because these west operations are on a 290-heading to the DREDS waypoint heading to SHELZ. Aircraft that vector from the RNAV procedures could be a result of the type and size of aircraft and the weather conditions that determine how fast an aircraft can climb and turn.

Mr. Cannicle asked if pilots are supposed to depart to a specific point and then turn to their vector heading. Mr. Ellington responded that ATCT will instruct aircraft to climb to the minimum safe altitude and then start their turn to their respective vector heading.

Mr. Rames indicated that while listening to FAA ATCT transmissions he heard ATCT issue a 290-heading and then instruct the pilot to climb to and maintain 4,000 feet. He asked if the vectored flights could follow the 290-heading and continue over the I-595 insignia shown on the map. Richard Cahoon shared that the aircraft are flying over his community from several directions. Mr. Ellington and Ms. Shapiro added that aircraft types and wind conditions could determine how fast an aircraft can climb and turn. Mr. Ellington added that ATCT could not implement those changes at this time. Mr. Rames stated the noise issues typically occur closer to the airport before aircraft reach 4,000 feet.

Mr. Rames asked about the effectiveness of adding the DORAL point. Mr. Ellington said it has varied effectiveness based on the operation.

Mr. Rivera stated the FLL Tower is doing a great job and that operations to the east occur around 80 percent of the time during the year. He also indicated that the FAA ATCT had recently received numerous calls from the community regarding FLL arrivals on the south runway. He suggested that the arrival path of this runway be adjusted approximately 50 to 150 yards to lessen the noise impacts over Dania Beach and Davie. He pointed out that the altitude at the point requested for the adjustment would be around 3,000 feet above ground level. He asked those interested in this alternative to email him. Mr. Ellington responded that the proposed change is still preliminary and will require more coordination and investigation.

Mr. Cannicle stated that during the recent nightly use of the south runway when the north runway was closed for maintenance, the Aviation Department received an increase in noise comments from residents in Dania Beach and Davie. He noted that the Aviation Department did not receive the volume of comments the FAA Tower received as indicated by Mr. Rivera.

Mr. Ellington, Ms. Shapiro and Mr. Rivera advised that residents and community members should not contact the Tower directly to provide noise complaints. Mr. Cannicle reiterated that BCAD has a 24-hour hotline for the public and residents to submit airport noise-related complaints/comments.

Ms. Frank asked if there is an ANAC representative for Cooper City that she should speak to for meeting information. Mr. Cannicle shared there is no Cooper City representative, however, Ms. Frank can contact BCAD should additional information be needed. He also noted that there are recommendations in FLL's Part 150 NCP to expand the ANAC membership to encompass more of the affected communities within the vicinity of the airport.

5.A COMMITTEE MEMBER COMMENTS

Mr. Rames thanked Ms. Shapiro and Mr. Ellington for participating in the meetings. Mr. Cahoon also expressed his appreciation.

Mr. Luedtke shared that when Air Force One landed on the south runway in September, BCAD's noise monitor report had the aircraft type for this operation as "unknown", and the flight number and airline information were blank.

5.B CITIZEN COMMENTS

There were no additional comments from the public.

6. NEXT MEETING – MARCH 13, 2023, AT 6 P.M.

Mr. Cannicle adjourned the meeting and advised the next meeting is scheduled for March 13, 2023 at 6 p.m.