



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

November 28, 2022

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

The Broward County Aviation Department will be hosting the December 12th meeting via the Webex Conference System. The meeting details are as follows

VIA WEBEX

Click [here](#) to join the meeting
Meeting number (access code): 2634 763 0787
Meeting password: AnG3ebMuF52 (26433268 from phones and video systems)

Or join by phone:
1-650-479-3208, Access code: 2631 826 4041

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**

**December 12, 2022
6:00 p.m.**

VIA WEBEX

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1. Welcome
BCAD Staff
2. Approval of Minutes – September 12, 2022, Meeting
ANAC Chairperson
3. Noise Office & ANAC Update
BCAD Staff
4. South Runway Nighttime and RNAV Waypoint Percentages
HMMH
5. Committee /Citizen Comments
6. Next meeting – March 13, 2023

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

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

LOCATION: Via Webex

Cumulative Meeting Attendance (10/01/2008 – 9/12/2022)

Committee Member (Organization Represented):	Present/Absent:	Present:	Absent:
Carlos Jose (RMT#1)	A	1	5
Gary Luedtke (RMT#2)	P	50	4
Randy Wright (RMT#2 Alt.) Appointed December 2013	A	16	18
Patricia Wright (RMT#3) Appointed December 2013	A	16	18
Micheline Peacock (RMT#4) Appointed June 2015	P	16	12
Tom Gongola (RMT#6) Appointed Mar 2017	A	3	17
Alan Scharf (RMT#6 Alt.) Appointed December 2016	A	2	20
Richard “Dick” Cahoon (RMT #8) Appointed June 2017	P	17	4
Geoff Rames (RMT#8 Alt.) Appointed June 2019	P	13	0
Arthur Joseph (RMT#9)	P	2	4
Debra Van Valkenburgh (RMT#10)	P	30	23
Eric Ram (RMT#11) Appointed Mar 2017	P	18	4
Frank Derisi (RMT#11 Alt.) Appointed March 2015	A	13	16
Jet Blue Representative (*Michael Miles, 9/18)	A	10	43
Spirit Airlines Representative (*Matt Nelson, 12/13)	A	11	40
FBO Representative	A	4	49
Southwest Airlines Representative	P	3	51
Delta Airlines Representative	A	5	48
FAA ATCT Representative (Don Ellington and Amanda Shapiro)	P	10	47
<i>US Airways (Merged with American Airlines in 2015)</i>	-	-	-
<i>Ernie Siegrist (RMT#1) Resigned September 2019</i>	-	-	-
<i>Duncan Bossle (RMT#9) Resigned June 2019</i>	-	-	-

RMT = Representative for neighborhood containing the identified Remote Monitoring Terminal

Alt. = Alternative RMT representative

*Designates newly appointed representative

Airport/County Staff

Winston Cannicle, BCAD

Visitors

Name	Agency/Affiliation
Don Decker	City of Weston, City Manager
Jay McMillian	Plantation resident/retired Miami Center employee
Rhea Hanrahan	Harris Miller Miller & Hanson (HMMH)
Erin Ryan	Quest Corporation of America
Lisa Murphy	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 JUNE 13, 2022, MEETING

Richard Cahoon motioned to approve the June meeting minutes, seconded by Micheline Peacock. The June meeting minutes were unanimously approved.

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

Mr. Cannicle provided an overview of the roles and responsibilities of the Broward County Aviation Department (BCAD) and Federal Aviation Administration (FAA) Airport Traffic Control Tower (ATCT). BCAD receives noise complaints and provides information to the public. The FAA ATCT oversees the sequencing and separation of all aircraft in the airspace for arrivals and departures. Information requests for BCAD should be submitted to the public request coordinator at jchambers@broward.org. In addition, the community has multiple ways to submit noise comments including filing a comment form online, downloading the noise comment app, or calling the noise comment hotline at 954-359-2366.

In August, BCAD had internal discussions with the FAA, airline representatives, and chief pilots to discuss the Fort Lauderdale-Hollywood International Airport (FLL) Area Navigation (RNAV) procedures and usage. The purpose of the meeting was to gauge each group's perspective on the procedures and usage. Rhea Hanrahan, HMMH, shared with the ANAC that the representatives of each group reviewed the monthly RNAV reports and provided feedback. The participants noted that their preference is use the RNAV procedures when possible. The meeting was very informative and the BCAD's intent for future meetings is to ensure that representatives from MIA Air Traffic will attend.

Mr. Cahoon asked why MIA Center does not participate in the meetings or discussions. Mr. Cannicle shared that the team has been working on getting MIA participation but will increase its outreach efforts in the future.

Mr. Cannicle informed the group that BCAD is still waiting on feedback from the FAA on the status of Part 150 Study Update. He noted that it is anticipated that final report will be published by the end of September and copies of the final report would be available online and in person. More information regarding the study and the final report would be posted to the project website at www.flpart150.com.

Gary Luedtke asked for a hard copy of the Part 150 Study. Mr. Cannicle indicated that this can be addressed when the report is available.

Mr. Cannicle provided graphically, information for FLL's Aircraft Operations and noise comments received from June 2021–August 2022. Mr. Cannicle explained that when the weather changes and winds are from the west, many residents submit more comments because FLL aircraft operations changes to west operations.

4. SOUTH RUNWAY NIGHTTIME USE REPORT 2022 QRT 1

During past discussions with the ANAC, members expressed an interest to receive a report that would include nighttime runway operation reports and usage between 10:30 p.m. to 6 a.m. As a result, Ms. Hanrahan provided an overview of the draft nighttime report, which included information on the Voluntary User Program, resources, and monthly arrival and departure nighttime use totals. The report

also featured charts with a breakdown of the daily and hourly RNAV usage for nighttime operations. The report will be made quarterly and presented at the ANAC meetings.

Mr. Eric Ram appreciated the additional RNAV reporting and noticed the positive momentum around RNAV improvements. He asked what the plan is for following up with the FAA about vectored aircraft. Mr. Cannicle responded that he would work with the FLL ATCT to provide explanations in the report when possible.

Don Ellington, FLL ATCT, shared the FAA Tower typically reaches out to the Aviation Department whenever the nighttime runway usage changes. He added that as nighttime operations start to shift around 10 p.m., announcements are made through the Automatic Terminal Information System (ATIS) informing aircraft operators which runways are available. If a pilot makes a legitimate request to use the south runway, the tower will permit it. Mr. Cannicle noted that the south runway is not officially closed at night and as such, can be used for emergencies. Mr. Ram said that the local communities need to be considered when the tower allows an aircraft to use the south runway.

Ms. Hanrahan briefly showed the second quarter nighttime report and added that the goal is to have the third quarter report ready to present at the next meeting.

Mr. Geoff Rames asked why the west flow RNAV utilization is lower than the east flow. Mr. Ellington stated west departures are more likely to be vectored off RNAV due to weather because aircraft have to change their initial fix to avoid the poor conditions. East departures do not need to change their initial fix. Mr. Cannicle added that the RNAV usage percentage is based on the procedures being utilized totally within Broward County, and improvements have been seen with aircraft using the procedures through the first waypoints, DREADS, and LLBOW.

Mr. Rames asked if Mr. Ellington had seen a difference with prop planes following the implantation of the DURRAL point. Mr. Ellington responded that he had noticed a positive difference in efficiency.

Mr. Rames asked what software is used to gather the RNAV utilization. Ms. Hanrahan informed him that HMMH uses BCAD's Aircraft Noise and Operations Monitoring (ANOMS) system to conduct a spatial analysis using three-dimensional gates placed in space relatively above the waypoints to track flight paths. The distance between the gates and the corresponding waypoints varies because some waypoints have multiple paths that can be taken.

5. PRESENTATION BY HMMH "CHALLENGES & RECENT DEVELOPMENTS IN ADVANCED AIR MOBILITY (AAM)"

Ms. Hanrahan shared that autonomous aircraft are being considered for transporting people and cargo in dense metropolitan areas. The introduction included information about Urban Air Mobility (UAM), a concept transportation mode being designed for intracity transport of passengers and cargo utilizing autonomous electric vehicles capable of electric Vertical Take-Off and Landing (eVTOL) from densely congested areas, and AAM, an umbrella term coined by NASA to encompass the larger set of the new concept eVTOL aircraft. AAM includes UAM and regional air mobility (RAM).

The vehicles would operate from vertiports located at rooftops, ground level, or offshore. It would also allow more accessible intermodal transportation within the state. However, the AAM does face

infrastructure challenges due to high real estate prices, limited space, vehicle cost, airspace integration, and other challenges such as certification cost, operations in inclement weather, rooftop access, etc.

A U.S. Government Accountability Office (GAO) report was released in May 2022, which included new aircraft designs, ways to foster public acceptance of AAM, and the development of new ground infrastructure. Ms. Hanrahan added that the small, electrically powered aircraft have a better noise profile than seen with helicopters and small planes. Joby, an eVTOL developer, is working with NASA on acoustic testing and conducted six flights over more than 50 pressure ground-plate microphones to track acoustic levels. Joby conducted more than 20 takeoff and landing tests using a variety of acceleration rates and climb angles. The acoustic levels during takeoff and landing were below 65 dBA, equivalent to an average conversational volume at 3-feet distance. The results of the testing have been published and are included in the GAO report.

Ms. Hanrahan continued the presentation and informed the group about another aircraft developer, Lillium. It has conducted hundreds of hours of flight testing in Europe, and design modifications are continuously being reviewed. Its business model is focused on commercial service aviation and rideshare-type services. Lillium already has a vertiport network planned for a Florida launch, has over \$200 million in capital investments, and has access to its first locally approved public vertiport site.

Ms. Valkenburg asked if the presentation could be uploaded to the website. Mr. Cannicle will email the presentation to the meeting attendees and see if the team can make it ADA compliant for the website.

Mr. Rames asked if eVTOL aircraft travel at 100 knots or if they could be faster. He also asked at what altitude they fly. Ms. Hanrahan responded that the test flights were at 100 knots, but she is unsure about the standard operating speed. The typical altitude would be lower than the controlled airspace.

Mr. Cahoon added that he found the presentation interesting and enlightening and commended Ms. Hanrahan on her work.

6. COMMITTEE MEMBER COMMENTS

There were no additional comments from the ANAC.

7. CITIZEN COMMENTS

Mr. Jay McMillian, a Plantation resident and retired MIA Center employee, recommended reaching out to MIA's manager of airspace and procedures, Eddie Perez, or MIA Approach instead of MIA Center. Ms. Amanda Shapiro, FLL ATCT, confirmed that MIA Approach would be the appropriate group to contact.

8. NEXT MEETING – DECEMBER 12, 2022, AT 6 PM

Mr. Cahoon motioned to adjourn the meeting, seconded by Ms. Valkenburg. The next meeting is scheduled for December 12, 2022, at 6 p.m.