



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

June 3, 2022

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

Dear Community Members,

Enclosed please find a copy of the meeting minutes from the last ANAC meeting held on March 14, 2022, along with an agenda for the next ANAC meeting scheduled for **June 13, 2022, at 6:00 p.m.**

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

VIA WEBEX

Click [here](#) to join the meeting
Meeting number (access code): 2631 826 4041
Meeting password: mCS6XEAJt35 (62769325 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.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

June 13, 2022

6:00 p.m.

VIA WEBEX

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1. Welcome
BCAD Staff
2. Approval of Minutes – March 14, 2022, Meeting
ANAC Chairperson
3. Noise Office & ANAC Update
BCAD Staff
4. Presentation: Challenges & Recent Developments in Advanced Air Mobility
HMMH
5. Committee /Citizen Comments
6. Next meeting – Monday, September 12, 2022

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

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 March 14, 2022, Meeting Minutes

DATE: Monday, March 14, 2022, 6:00 p.m.

LOCATION: Via Webex

Cumulative Meeting Attendance (10/01/2008 – 3/14/2022)

| Committee Member (Organization Represented): | Present/Absent: | Present: | Absent: |
|---|------------------------|-----------------|----------------|
| Carlos Jose (RMT#1) | A | 1 | 3 |
| Gary Luedtke (RMT#2) | P | 48 | 4 |
| Randy Wright (RMT#2 Alt.) Appointed December 2013 | A | 16 | 16 |
| Patricia Wright (RMT#3) Appointed December 2013 | A | 16 | 16 |
| Micheline Peacock (RMT#4) Appointed June 2015 | P | 14 | 12 |
| Rae Sandler (RMT#5) | A | 32 | 19 |
| Tom Gongola (RMT#6) Appointed Mar 2017 | A | 3 | 16 |
| Alan Scharf (RMT#6 Alt.) Appointed December 2016 | A | 2 | 18 |
| Richard “Dick” Cahoon (RMT #8) Appointed June 2017 | P | 15 | 4 |
| Geoff Rames (RMT#8 Alt.) Appointed June 2019 | P | 11 | 0 |
| Arthur Joseph (RMT#9) | A | 0 | 4 |
| Debra Van Valkenburgh (RMT#10) | A | 28 | 23 |
| Eric Ram (RMT#11) Appointed Mar 2017 | P | 16 | 4 |
| Frank Derisi (RMT#11 Alt.) Appointed March 2015 | A | 12 | 15 |
| Jet Blue Representative (*Michael Miles, 9/18) | A | 9 | 42 |
| Spirit Airlines Representative (*Matt Nelson, 12/13) | A | 12 | 39 |
| FBO Representative | A | 3 | 48 |
| Southwest Airlines Representative | P | 2 | 50 |
| Delta Airlines Representative | A | 5 | 46 |
| FAA ATCT Representative (Luis R. Colon) | P | 9 | 46 |
| <i>US Airways (Merged with American Airlines in 2015)</i> | - | 3 | 49 |
| <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

Mishka Binns – BCAD, Michael Pacitto – BCAD

Visitors

| Name | Agency/Affiliation |
|---------------|---------------------------|
| Don Ellington | FAA |
| Rhea Hanrahan | HMMH |
| Erin Ryan | Quest |
| Lisa Murphy | Quest |
| Terry Cure | Quest |
| Edwin Solley | Southwest Airlines |

1. WELCOME

Mishka Binns called the meeting to order at 6:08 p.m.

2. Approval of Minutes – December 13, 2021, Meeting

Eric Ram requested a motion to approve the minutes from the last meeting. Geoff Rames made the motion to approve; Mr. Ram seconded the motion. The minutes were unanimously approved.

3. BCAD Monthly Operations and RNAV Report – September 2021

Ms. Binns explained that the first draft of the Monthly Operations and RNAV Report was developed to provide a monthly overview of FLL's operations and flight procedures for all communities in Broward County. The data used for the draft report was taken from the BCAD's Airport Noise and Operations Monitoring System (ANOMS) for September 2021, and it represents the first full month after the FAA implemented the new RNAV procedures. Ms. Binns thanked those who provided questions and comments on the draft report.

Rhea Hanrahan, HMMH, presented an overview of the September 2021 Draft BCAD Monthly Operations and RNAV Report. The report includes information for the following:

- Operations and Runway Use for both East and West Flow Runway Use
- RNAV Use Summary for both East and West Flow operations
- Flight Track Density Plots for Jet arrivals / departures and non-jet arrivals / departures
- RNAV (NextGen) Procedures, including the waypoints for FLL

Overall, for September 2021, 43 percent of west flow departures used the new RNAV procedures, and 53 percent of east flow departures used the new RNAV procedures.

Mr. Ram stated that the report contained good information and was presented excellently. He said he would like to see more charts to help identify specific data points. He would like to track which aircraft followed the established RNAV procedure and which did not. He also stated that the public does not know how much the NextGen procedures are being utilized and that BCAD's tracking data should be overlaid with the RNAV procedures. The deviations could be highlighted in red and updated in real-time. He added that if individual flight information is not pinpointed, there are concerns about holding controllers and pilots accountable.

Ms. Hanrahan responded that the report summarized all flight operations for the month; and is not meant to identify information for specific flights or operations.

Ms. Binns added that it would not be feasible to examine every flight individually on a daily basis for non-compliance with the RNAV procedures. For BCAD to find out why a flight was not on the RNAV procedure, we would do so by requesting more information from the FAA Air Traffic Control Tower or listening to the ATC recordings.

Mr. Ram said he was concerned about Sunshine Law violations. He said the public should have access to all information regarding the procedures and flights. Ms. Binns said they would discuss his request with Winston Cannicle. Mr. Rames shared that he emailed Mr. Cannicle on Oct. 28, 2021, inquiring about getting an hourly or daily total of how many RNAVs and 290 headings were issued by FAA ATC. He stated that Ms. Hanrahan's presentation diagrams do not provide the number of flights on the procedures versus not. Mr. Rames

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asked if the RNAV summary could be provided broken out by each day. Ms. Hanrahan responded she would have to work with BCAD to see how best to provide this information.

Mr. Rames added that he would like to know who followed the procedures. In addition, he inquired why Ms. Hanrahan included the airspace density diagrams in her report.

Ms. Hanrahan indicated that the airspace density diagrams show how the airspace was being used relative to the waypoints for each RNAV route. The previous diagrams in the report showed the total number of flights on the procedures and another diagram shows the information by airline. She added that this is a draft report, and she could include the percentage of flights that followed the RNAV procedures in the final report.

Mr. Ram suggested creating a website that would show the data for a particular flow, date and time. The website could have information about the specific deviations that could be filtered using a series of drop-down menus.

Ms. Binns reiterated that BCAD does not have a database that could support the type of program that Mr. Ram suggested. She added that the Monthly Report being prepared by Ms. Hanrahan uses data analyzed specifically for FLL's flight operations in Broward County.

Mr. Ram stated that until the public has the data accessible, BCAD would need to respond to the public's concerns. Ms. Binns advised that she needed to discuss this with Mr. Cannicle and reiterated that the report was developed to provide a summary of the monthly information to communities across Broward County.

Mr. Rames said the data was of interest to many people and added that the information does not need to be separated into west or east flow; he would like to see a daily total of flights following and not following the RNAV procedures. He has been able to get the information from Mr. Cannicle quickly and does not see how Ms. Hanrahan would not be able to do the same.

Mr. Ram added that Mr. Rames' request should be an interim step while BCAD investigates creating a more extensive database. He found the report helpful, but some people will want more specific information. He asked Don Ellington, FAA, about his observation on Metroplex and wanted to know if using the RNAV procedures was a priority to the FAA.

Mr. Ellington stated that new FAA Metroplex procedures have made life easier for the FAA Controllers. He added that switching planes "on and off" the headings is harder to maintain than remaining on RNAV procedures. The FAA requires all aircraft to maintain a specific degree of separation from other aircraft and that the FAA tower is restricted to how many pathways they can use at any time. He added that since jet operations make up most of the air traffic for the airspace, they receive priority during departures. Per FAA Guidance, propeller-driven aircraft do not operate on the new RNAV procedures; they are given headings during departures. With the RNAV procedures being used for jet operations, it allows for quick and more efficient use of the airspace. Whenever departing aircraft are given headings, FLL Tower coordinates with Miami TRACON on the headings given. During these times, the flow of operations slows down, and the decision to return to operating on the RNAV procedures is coordinated with the FAA's Departure Control.

Mr. Ram asked why not provide vector headings for departing propeller planes to allow jets to continue RNAV procedures.

Mr. Ellington shared that due to the differences in aircraft speed, propeller aircraft are separated from jet traffic by giving them headings to be out of the path of the faster-moving jets. For example, when departing to the east, propeller aircraft are given a 60-degree heading while the jets on the RNAV procedure will be eastbound a mile and a half and then start their turn to the north. The controllers will typically go back to RNAV procedure as soon as the propeller aircraft is out of the way.

Mr. Rames asked what heading is given to jets heading east and if propeller aircraft are on a 60-degree heading. Mr. Ellington confirmed that propeller aircraft are given a 60-degree heading; however, the headings given for jet departures are dependent on their destination. Mr. Rames asked if the RNAV heading provides more separation than the 80-degree departure headings. Mr. Ellington confirmed RNAV procedures provide for a larger separation but having all flights on one heading would slow down the rate of departures. For example, two departures diverging by 15-degrees allow for a faster flow of traffic. Typically, when departing aircraft are on the same heading, their separation is three to five miles between aircraft.

Mr. Ram stated that it would make more sense to issue a 90-degree heading for departures because there would be more separation than an 80-degree heading. Mr. Ellington stated that the FAA required a 15-degree minimum between aircraft during departures. Therefore, when 95-degree headings are issued, the separation heading to the north would be 80-degree, followed by a 65-degree heading for propeller aircraft. The FLL tower uses a 60-degree heading for propeller aircraft because it has been a standard procedure. Mr. Ellington pointed out that when the 15-degree separation headings are issued (85 and 90-degree headings), more flights can take off in a shorter period.

4. Noise Office & ANAC Update

Ms. Binns provided updates on total FLL aircraft operations and noise comments received to date. She provided diagrams comparing FLL Operations from February 2021 to February 2022 and noted that FLL operations for February 2022 increased by 41 percent from last year due to the pandemic. Total noise comments received also declined where the Noise Office received half the total number of comments from last year. She also noted that while the number comments have declined there were an increase in new comments received from communities in Davie, Plantation and Pompano.

Part 150 Update – FLL’s Final Noise Compatibility Program (NCP) Report was submitted to the FAA ADO in December 2021 and is under review by the FAA. Once the review is completed, the FAA will provide the BCAD with an acceptance letter and publish a notice in the Federal Register, starting the 180-day review period. For information regarding the Part 150 project, visit <http://www.fllpart150.com>.

5. Updates on the 2018 Reauthorization Act

Ms. Hanrahan provide an overview on the status of the 12 provisions in the 2018 Reauthorization Act that dealt with airport noise. Below summarizes the progress on all the provisions:

| Reauthorization Section | Topic | Status |
|-------------------------|---|-------------------------|
| Section 173 | Alternative Airplane Noise Metric Evaluation Deadline | Report to Congress 2020 |
| Section 174 | Updating Airport Noise Exposure Maps | Completed |
| Section 175 | Addressing Community Noise Concerns | Ongoing |

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| Section 176 | Community Involvement in FAA NextGen Projects Located in Metroplexes | Report to Congress 2020 |
| Section 179 | Airport Noise Mitigation and Safety Study | Report to Congress 2020 |
| Section 180 | Regional Ombudsmen | Completed |
| Section 181 | Leadership on Civil Supersonic Aircraft | Report to Congress 2020 |
| Section 186 | Stage 3 Aircraft Study | GAO Report Completed |
| Section 187 | Aircraft Noise Exposure (Neighborhood Environmental Survey) | Report published 2021, Comment Responses pending |
| Section 188 | Study Regarding Day-Night Average Sound Levels | Report to Congress 2020 |
| Section 189 | Potential Health and Economic Impacts of Overflight Noise | Ongoing Study with BU and MIT |
| Section 190 | Environmental Mitigation Pilot Program | Pilot program began 2021; status ongoing |

Section 173 requires the FAA to complete research on alternative noise metrics to possibly replace the DNL metric.

Section 188 requires the FAA to evaluate the alternative metric to the current DNL to determine if it addresses the communities' noise concerns. In April 2020, the FAA found that no single noise metric covered all situations. The DNL (CNEL in California) is the recommended metric and should be used as a primary option for aircraft noise exposure. Other supplementary metrics should be used as a compliment to the recommended metric. The report to Congress did not change any current laws or regulations.

Section 180 requires the FAA to assign a regional ombudsman to different regions. The Southern Region (FLL) ombudsman is Matt Felton, and he can be reached via email at 9-aso-noise@faa.gov or by telephone at 202-267-8507.

Section 174 requires airports to update their noise exposure maps every five years. This is accomplished through the CFR 14 Part 150 process.

Section 175 requires the FAA to consider the feasibility of implementing dispersal headings for new RNAV departures procedures below 6,000 feet. Massport is currently pursuing the development of dispersed RNAV procedures as part of the Logan Airport Block 2 recommendations study. FAA is undertaking safety reviews of the recommendations, which could have implications for similar studies at other airports.

Section 181 requires the FAA to exercise leadership in creating federal and international policy regulations relating to supersonic aircraft. The FAA published a report to Congress on Apr. 27, 2020, on the progress in meeting requirements. ACI-NA's Airport Noise Working Group provided comments on the FAA's Notice of Proposed Rule Making (NPRM) for Noise Certification of Supersonic Airplanes. They stated that the FAA must consider the costs to airports and communities of increasing noise impacts. The FAA received a total of 284 comments and responses.

Section 186 requires the General Accountability Office (GAO) to conduct a study evaluating the phase-out of Stage 3 Aircraft. Operators have been celebrating the retirement of older aircraft sooner due to the

pandemic. There is currently no Stage 3 phase-out planned, but many older Stage 3 aircraft have been retired. The partnership for quieter skies report provides a list of each airline and how their fleet compares to the federal standard. All airlines operating at FLL are well below the current Stage 3 standard. There is no need to drop the stage any lower because most aircraft meet the requirements.

Section 187 requires the FAA to complete the ongoing review of the relationship between aircraft noise exposure and the effect on communities. The FAA published the Neighborhood Environmental Survey (NES) on Jan. 13, 2021. NES results show that nearly 66 percent of respondents were highly annoyed at the 65 DNL. The FAA received more than 4,000 comments, including comments submitted by the ACI-NA's Airport Noise Working Group and several residents.

Ms. Hanrahan briefly reviewed several other sections, including community involvement in FAA NextGen Projects, Airport Noise Mitigation and Safety Study, potential health and economic impacts of overflight noise and the Environmental Mitigation Pilot Program.

Mr. Ram asked if there was anything that would allow other airports to follow procedures like John Wayne Airport. Ms. Hanrahan responded that the existing noise rule at John Wayne Airport was "grandfathered" in since it was in place before the Airport Noise and Capacity Act (ANCA) of 1990. There is nothing in the current FAA reauthorization act that would allow for a similar noise restriction.

6. Committee /Citizen Comments

Gary Luedtke asked if any changes or improvements were made to the remote monitor readings. Ms. Binns informed him there had been no changes to the remote noise monitor readings. She also noted that recommendations in the Final NCP included an assessment of BCAD's current noise monitoring system to determine if and how the system should be upgraded. The team still awaits the FAA's final approval on the Final NCP and recommendations.

7. Next meeting – June 13, 2022

Mr. Ram called for the motion to adjourn. Mr. Luedtke made the motion to adjourn; Mr. Rames seconded the motion. The next meeting is scheduled for June 13, 2022, at 6 p.m.