



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

August 29, 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 June 13, 2022, along with an agenda for the next ANAC meeting scheduled for **September 12, 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): 2632 337 7556
Meeting password: uBJbAzse783 (82522973 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", with a long horizontal line extending to the left.

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

September 12, 2022

6:00 p.m.

VIA WEBEX

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1. Welcome
BCAD Staff
2. Approval of Minutes – June 13, 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 – December 12, 2022

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

DATE: Monday, June 13, 2022, 6:00 p.m.

LOCATION: Via Webex

Cumulative Meeting Attendance (10/01/2008 – 6/13/2022)

Committee Member (Organization Represented):	Present/Absent:	Present:	Absent:
Carlos Jose (RMT#1)	A	1	4
Gary Luedtke (RMT#2)	P	49	4
Randy Wright (RMT#2 Alt.) Appointed December 2013	A	16	17
Patricia Wright (RMT#3) Appointed December 2013	A	16	17
Micheline Peacock (RMT#4) Appointed June 2015	P	15	12
Tom Gongola (RMT#6) Appointed Mar 2017	A	3	17
Alan Scharf (RMT#6 Alt.) Appointed December 2016	P	2	19
Richard “Dick” Cahoon (RMT #8) Appointed June 2017	P	16	4
Geoff Rames (RMT#8 Alt.) Appointed June 2019	P	12	0
Arthur Joseph (RMT#9)	P	1	4
Debra Van Valkenburgh (RMT#10)	P	29	23
Eric Ram (RMT#11) Appointed Mar 2017	P	17	4
Frank Derisi (RMT#11 Alt.) Appointed March 2015	A	13	15
Jet Blue Representative (*Michael Miles, 9/18)	A	10	42
Spirit Airlines Representative (*Matt Nelson, 12/13)	A	11	39
FBO Representative	A	4	48
Southwest Airlines Representative	A	2	51
Delta Airlines Representative	A	5	47
FAA ATCT Representative (Amanda Shapiro)	P	10	46
<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, Michael Pacitto – BCAD

Visitors

Name	Agency/Affiliation
Don Ellington	FAA FLL ATC
Rhea Hanrahan	HMMH
Erin Ryan	Quest
Lisa Murphy	Quest
Terry Cure	Quest

1. WELCOME

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

2. APPROVAL OF MINUTES – MARCH 14, 2022, MEETING

Geoff Rames requested to make an addition to the March meeting minutes to include October 28, 2021, as the date that he emailed Mr. Cannicle, requesting the hourly/daily totals report. Eric Ram made the motion to approve, Debra Van Valkenburgh second the motion. The minutes were unanimously approved as amended.

3. NOISE OFFICE & ANAC UPDATE

Mr. Cannicle provided the Noise Office and ANAC updates. He advised that as May 2022, Mishka Binns was no longer with BCAD, and that Department had begun the rehire process for a new candidate. Additionally, Richard Sack, former FAA FLL ATC tower manager, retired on June 2, 2022, currently Ms. Amanda Shapiro is the temporary tower manager until a new manager is appointed.

Mr. Cannicle shared an update on the Part 150 Study. The Noise Compatibility Program (NCP) Report was submitted to the FAA Airport District Office (ADO) in December 2021. The report is under review by the FAA. Once the review is completed, the FAA will provide BCAD an acceptance letter indicating that the Final NCP Report and associated documents were received and met the Code of Federal Regulation for Part 150. A notice will then be published in the Federal Register, starting the FAA's formal 180-day review period.

Mr. Cannicle also provided an update on the new FAA Metroplex procedures. On May 19, 2022, the FAA completed its "post-implementation" process for the South/Central Florida Metroplex Project and stated that two new Standard Instrument Departures (SIDs) were implemented, LIFRR and DORRL. Mr. Cannicle shared that the new SIDs resulted from previous requests to deconflict "turboprops" from RNAV procedures. Turboprops when utilizing the DORRL SID will help alleviate congestion and allow the FAA ATC to return to RNAV procedures "quicker" during those times when non-standard departure headings are issued.

Don Ellington added that LIFRR was developed for use by "low-level" jet traffic going to the Palm Beach Area and would allow for more flexibility within the airspace. The DORRL SID was created to organize the General Aviation (GA) traffic out of South Florida and into the Miami "enroute" Center. Mr. Ellington added that the DORRL is the first attempt to address deconfliction within the Metroplex timeline.

Mr. Rames asked Mr. Ellington to explain how the DORRL procedures would be used when an aircraft uses that procedure. Mr. Ellington mentioned that the details for all the FAA's procedures were available to the public online. He added that during east operations, aircraft departing on this procedure would depart on runway heading until reaching an altitude of at least 580 feet and then turn to a 060-heading. For those departing to the west, they would depart runway heading until reaching 580 feet where they will then turn to a 305-heading.

Mr. Ram requested the SIDs be added to the Monthly Density report. Mr. Cannicle stated that BCAD would review this request to determine how to best display the information.

Mr. Rames asked Mr. Ellington to confirm that during west departures, turbo prop aircraft would depart runway heading until reaching a 580 feet altitude and then use the 305 heading. Mr. Ellington confirmed and stated that DORRL has created a separate pathway for GA traffic by FAA ATC and would minimize the amount of time spent using vector headings.

Mr. Ram asked if the new procedure resolves the issue of having to vector jets because of propeller driven aircraft. Mr. Ellington said it would not completely resolve the problem, but it is the first attempt within the allotted timeframe and funds available. He noted that the new procedures do not change during the first ten miles of the operations. Instead, it has created a route for aircraft to join further down the line to resume the original track.

Mr. Ram asked about phase two of the turboprop SID. Mr. Ellington shared there was no timeline or project established for phase two.

Mr. Ram asked if there would be a difference in the number of aircraft vectored. Mr. Ellington said DORRL creates a quicker pathway to remove the turboprops out of the way from jets and allows the ATC to resume RNAV faster. Ms. Shapiro clarified that when aircraft depart FLL using DORRL, they are still taking the initial heading for those aircraft on the RNAV procedures.

Gary Luedtke had questions regarding the Part 150 Study. He asked when the committee would receive the FAA's response to the NCP since they are reaching 180-days after submittal. Rhea Hanrahan clarified that the 180-day review period does not start until the acceptance letter is issued and NCP Report is published in the Federal Register. There is no timeline requirement between the initial submittal and acceptance letter. Mr. Luedtke inquired if insulating homes was a part of the recommendations in NCP measures. Mr. Cannicle confirmed that it was included.

4. RNAV SUMMARY REPORT – SEPTEMBER 2021 AND JANUARY 2022

Ms. Hanrahan provided an update on the Monthly Operations and RNAV Report and revisions made based on feedback from committee members. She advised that the reports displayed to the committee only included RNAV data for September 2021 and January 2022. The other monthly reports from October 2021 to the present day will be published later.

As requested by ANAC, HMMH included daily RNAV usage to illustrate and track trends with the procedure utilization. The report included monthly operations broken out by jet, turboprop and piston. Turboprops data were included to track how many were in the fleet monthly and pinpoint trends they may cause with RNAV usage. Runway use was divided between the time of day (day and night) and flow direction (east and west).

Mr. Ellington asked if the runway use percentage accounts for the noise abatement times of the south runway and indicated that the north runway will have a higher divergence rate because the south runway is voluntarily closed at nighttime. Ms. Hanrahan shared that each runway's use percentages were split day and night to account for the voluntary close of the south runway a night. Mr. Ellington asked if the airlines that are not RNAV-equipped are considered when generating the RNAV usage percentage. Ms. Hanrahan advised that the report show data related to those aircraft that followed the RNAV procedures, the data does not breakout aircraft that are RNAV equipped or not. Mr. Cannicle stated that airline/operator RNAV usage information was displayed on a separate slide to add clarification on the percentage. Ms. Hanrahan added that the timestamps on the flights in question are from takeoffs, not when they push back from the gate or how they are originally scheduled.

It was discussed that there have been increased requests by FAA ATC for the use of the south runway after hours for weather and other operational necessities. Mr. Ellington stated that the current weather

conditions sometimes cause delays in the flow of traffic, causing at times, an increase in the volume of operations on one runway.

Mr. Rames suggested removing the “smaller airlines” listed; he felt that the larger commercial flights are more concerning. Mr. Cannicle stated they would look into how best to display the information.

Mr. Rames asked why there were less usage on west departures versus east. Mr. Ellington said the reason was dependent on different conditions, such as weather. Mr. Ellington also shared that the smaller airlines without RNAV capabilities can result in other aircraft having to vector from the RNAV procedures, so it helps to provide context for trends with the current RNAV usage information.

Mr. Ram stated that a goal should be identifying why planes are not using the RNAV procedures. Ms. Hanrahan agreed with his comment and added that the monthly report would help identify and could “pinpoint” trends that caused vectoring. Mr. Ellington added that RNAV procedures were not separated by enough degrees during west operations and would result in more flights being vectored. The procedures update implemented in May 2022 were designed to address that issue. Mr. Ram suggested that there should be an appendix included that indicated the reasoning why flights are significantly low on certain days.

Mr. Ram also noted difficulty finding the webpage that shows the procedure details for FLL SIDs and asked if BCAD could attach it to the report or send it out as a separate document. Mr. Cannicle stated he would look into his suggestion. Mr. Ellington shared that visiting www.skyvector.com or www.airnav.com would be an easier way of accessing the SID and procedures for the airport. Ms. Hanrahan noted the links provided in the report provided the FLL procedures directly from the FAA website.

Mr. Ram asked when the committee would receive the updated reports each month. Ms. Hanrahan stated that the HMMH team is working to finalize the different components of the report and anticipates a three-week turnaround once the template is completed. The intent is to provide the monthly reports on the Aviation Department’s webpage; Mr. Cannicle will further discuss this internally.

Mr. Cannicle also shared that there has been an increase in comments from a resident in the Town of Davie regarding aircraft flying at low altitudes. In addition, another resident in Hollywood have submitted several comments regarding aircraft using reverse thrusters on the south runway at night after 10:30 p.m. BCAD will continue researching these issues.

Mr. Ram suggested adding a page in the report about the nighttime deviations on the south runway during noise abatement hours. Mr. Cannicle stated he would look to see the best way to display this type of information. Mr. Ellington added that the south runway is only used after hours if the airport cannot handle the aircraft operations demand, and that the airline community understands it is a noise-sensitive runway.

5. PRESENTATION: CHALLENGES & RECENT DEVELOPMENTS IN ADVANCED AIR MOBILITY

The committee agreed that this presentation should take place at the next meeting.

6. COMMITTEE /CITIZEN COMMENTS

Mr. Luedtke asked if noise monitor upgrades were included in the Part 150 suggestions. Mr. Cannicle confirmed there is a recommendation to evaluate the current noise monitoring system operated by BCAD.

Mr. Luedtke also inquired if meetings are going to be held “in-person” again, and where they would be held. Mr. Cannicle shared that this was being discussed internally and a location has not been determined.

Mr. Rames asked if Mr. Cannicle had a sense of the specific areas experiencing more noise issues. Mr. Cannicle shared that recent increase in noise comments were from residents in the City of Plantation and the Town of Davie, primarily due to west departures from the airport. It appears that aircraft – while on the RNAV procedures (to the west) – do not fly towards all the waypoints. This has resulted in comments from residents in areas outside the waypoints. This also occurred during east operations where aircraft do not fly to all the waypoints on the RNAV procedure.

Arthur Joseph added that he would like political support to require real estate agents and property developers to inform individuals about the noise levels before purchasing. Mr. Cannicle stated this would depend on local jurisdictions to implement these types of protocols. Mr. Ram added that some communities were developed when the traffic volume was lower, so accountability needs to be shared across the airport community and the public.

Mr. Rames asked Mr. Cannicle to thank the FAA’s Metroplex Team for their efforts in addressing the concerns by implementing LIFFR and DORRL. He also thanked Mr. Ellington and Ms. Shapiro for attending and sharing input at the meetings. Ms. Shapiro shared that she was happy to participate and receive feedback from the community.

7. NEXT MEETING – MONDAY, SEPTEMBER 12, 2022

Micheline Peacock made the motion to adjourn the meeting, Mr. Rames seconded the motion. The next meeting will be held on September 12, 2022.