



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

December 3, 2021

**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 13, 2021, along with an agenda for the next ANAC meeting scheduled for **December 13, 2021, at 6:00 p.m.**

Due to continued concerns related to social distancing and public interaction surrounding COVID-19, the Broward County Aviation Department will be hosting the Dec 13, 2021 meeting via the Webex Conference System. Meeting details are as follows:

VIA WEBEX

Click [here](#) to join the meeting

Meeting number (access code): 2631 651 0916

Meeting password: NVvFKxDW935 (68835939 from phones and video systems)

Or join by phone:

1-650-479-3208 United States Toll Free

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, sweeping underline.

Winston B. Cannicle
Environmental Program Manager
Broward County Aviation Department

Broward County Board of County Commissioners

Mark D. Bogen • Lamar P. Fisher • Beam Furr • Steve Geller • Dale V.C. Holness • Nan H. Rich • Tim Ryan • Barbara Sharief • Michael Udine
www.broward.org/www.fll.net



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A G E N D A

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT AIRPORT NOISE ABATEMENT COMMITTEE

December 13, 2021

6:00 p.m.

VIA WEBEX

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1. Welcome
BCAD Staff
2. Approval of Minutes – September 13, 2021 Meeting
ANAC Chairperson
3. FAA Metroplex Procedures Update
FAA Metroplex Team
4. Noise Office & ANAC Update
BCAD Staff
5. Updates on the 2018 Reauthorization Act
HMMH
6. Committee /Citizen Comments
7. Next meeting – March 14, 2022 at 6:00 p.m.

Please contact Quest Marketing and Communications (954) 483-0406 to RSVP

Broward County Board of County Commissioners

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Fort Lauderdale – Hollywood International Airport
 Airport Noise Abatement Committee
 September 13, 2021, Meeting Minutes

DATE: Monday, September 13, 2021, 6:00 p.m.

LOCATION: Via Webex

Cumulative Meeting Attendance (10/01/2008 – 09/13/2021)

Committee Member (Organization Represented):	Present/Absent:	Present:	Absent:
Carlos Jose (RMT#1)	A	1	1
Gary Luedtke (RMT#2)	P	46	4
Randy Wright (RMT#2 Alt.) Appointed December 2013	A	16	14
Patricia Wright (RMT#3) Appointed December 2013	A	16	14
Micheline Peacock (RMT#4) Appointed June 2015	A	13	11
Rae Sandler (RMT#5)	A	32	17
Dean Harley (RMT#5 Alt.) Appointed September 2019	A	1	6
Tom Gongola (RMT#6) Appointed Mar 2017	A	3	14
Alan Scharf (RMT#6 Alt.) Appointed December 2016	A	2	16
Richard “Dick” Cahoon (RMT #8) Appointed June 2017	P	14	3
Terry Richter (RMT #8 Alt.) Appointed June 2017	A	2	4
Geoff Rames (RMT#8 Alt.) Appointed June 2019	P	9	0
Arthur Joseph (RMT#9)	A	0	2
Debra Van Valkenburgh (RMT#10)	A	28	21
Richard Reasoner (RMT#10 Alt.)	A	45	4
Eric Ram (RMT#11) Appointed Mar 2017	P	14	4
Frank Derisi (RMT#11 Alt.) Appointed March 2015	A	12	13
Jet Blue Representative (*Michael Miles, 9/18)	A	9	40
US Airways Representative	A	3	47
Spirit Airlines Representative (*Matt Nelson, 9/18)	A	12	37
FBO Representative	A	3	46
Southwest Airlines Representative	A	1	48
Delta Airlines Representative	A	5	44
FAA ATCT Representative (Linda Valcarce)	A	8	45
<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. = Alternate RMT representative

*Designates newly appointed representative

Airport/County Staff

Winston Cannicle – BCAD, Michael Pacitto – BCAD

Visitors

Michael O’Harra – FAA Regional Administrator, Richard Sack – FAA, Jim Arrighi – Metroplex National Projects Manager, Christian Karns – Florida Metroplex Co-Lead, Vicki Turner – Florida Metroplex Co-Lead, Brian Crow – Florida Metroplex Support, Richard Sack – Fort Lauderdale

ATM, Matt Felton – Community Engagement Officer, Rhea Hanrahan – HMMH, Leona Henry – Town of Davie, Bill Cole – Resident (Harbor Inlet)

1. WELCOME

Winston Cannicle called the meeting to order at 6:10 p.m.

2. APPROVAL OF MINUTES FROM JUNE 14, 2021, MEETING

Eric Ram recommended to amend the June 14, 2021, meeting minutes to reflect that he joined the meeting shortly after the meeting minutes were approved, clarify the ombudsman's role as an advocate for the community and that he suggested having a meeting with the FAA would be beneficial because the Metroplex Project cannot resolve every noise issue. Richard Cahoon made a motion to approve the minutes as amended; Eric Ram seconded the motion. The minutes were unanimously approved.

3. FAA METROPLEX UPDATE

Michael O'Harra introduced the other FAA Team Members and shared that his office serves as a regional focal point for noise concerns. He stated the FAA does not consider themselves members of groups like ANAC, but it recognizes the value of community engagement and supports awareness regarding aviation activities in the Fort Lauderdale area. Mr. O'Harra stated that his team intends to support noise groups / round tables such as the ANAC by providing technical information and expertise about the Metroplex Project operational issues, policies, and upcoming changes. He indicated that the FAA's standard practice for participating in these types of round tables or community meetings would be to receive a list of topics and/or questions at least 30 days in advance. This helps the FAA to better prepare for the meetings.

The FAA Metroplex project's new RNAV procedures were published and implemented on August 12, 2021. Mr. O'Harra indicated that since implementation, operations from the airport have been in "east flow." During "west flow" operations which began around September 1, 2021, the efficiency with aircraft departures to west were not very high as controllers and aircraft operators needed time to get familiar and comfortable with the new procedures.

Mr. O'Harra also mentioned that the FAA views the role of the ombudsmen as being able to share information and being aware of community issues and concerns. He stated that the FAA is always interested in being informed about concerns from the community and airports and noted that his office receives information from different sources, like the BCAD office, public workshops, and the ombudsman. Mr. O'Harra suggested that Mr. Cannicle could work with his office and be a focal point on noise concerns for the Airport.

Eric Ram stated that many people who worked for FAA and BCAD did not live around the airport. He said it would be interesting if there were a requirement for people who make the policies for directing planes to spend time in the neighboring communities to experience the noise firsthand. Mr. Ram said the committee wants a seat at the table to share comments and

Fort Lauderdale – Hollywood International Airport
Airport Noise Abatement Committee
September 13, 2021, Meeting Minutes

concerns on behalf of their communities. Mr. Ram indicated that his thought on the role of the ombudsman was to share the concerns of the community with the FAA team.

Mr. Cannicle shared that the Aviation Department has been monitoring the departures for FLL and it appeared there had been improvements since the implementation of the FAA's new Metroplex procedures. Mr. Cannicle showed diagrams depicting before and after operations for "east flow departures" from the airport. He stated that while compliance is currently not at 100 percent, the expectation is that this should improve going forward. Christian Karns added that while the compliance would never be 100 percent, there would be an increase in efficiency over time.

Mr. Cannicle also displayed diagrams showing before and after operations for "west flow departures." He mentioned that the west flow procedures began around September 1, 2021, and the compliance for aircraft operating on the RNAV procedures were not as high as the east flow departures. Mr. Karns added that not every aircraft is RNAV capable, and there is no way the FAA can make this mandatory. In an RNAV environment, departing aircraft must depart on a specific degree of separation. When departing aircraft are not RNAV equipped, these departures will need to have 15 degrees of divergence on departure to maintain that separation. Mr. Karns stated that due to the airport's current runway configuration, it was not feasible to have the operations for RNAV and non-RNAV on two different runways. As a result, the Air Traffic Tower in Fort Lauderdale must relay to TRACON in Miami when there are RNAV and non RNAV departures. MIA TRACON will then coordinate with FLL Tower on those non-RNAV flights being on the 290 heading until they no longer need to or until the aircraft is out of the way for those operations on the RNAV procedure.

Mr. Karns gave an update and outlined the FAA's post-implementation schedule for all the airports involved in the Central-South Florida Metroplex Project.

Mr. Ram also commented that there are issues that the Metroplex Project will not solve. A discussion ensued with Mr. Cannicle regarding Mr. Ram's comments.

Mr. Sack stated that the weather in South Florida is another factor that affects departures and will result in operations not flying on the RNAV procedure due to inclement weather.

Geoff Rames mentioned he and several members from the Lauderdale Isles community listens to the FAA air traffic control frequency for FLL on a regular basis and were elated when they heard the local FAA tower giving instructions for the new RNAV procedures. He stated the noise situation went back to the way it was in October 2014. However, over the past Saturday, Sunday and Wednesday, aircraft were issued the 290 headings instead of the RNAV procedure. Mr. Rames stated that Linda Valcarce had provided a response indicating that this was due to instances involving departures with propeller-driven aircraft, non-RNAV jets, weather, and saturation in MIA airspace. This resulted in departures from FLL on headings coordinated with the MIA TRACON. Mr. Sack stated that due to weather and other air traffic circumstances in the

airspace, Miami was busy and needed flights from FLL to be on the 290 heading. Mr. Karns also stated west operations were only in effect for a few days when this incident occurred, and controllers and aircraft operators were still getting used to operating on the new procedures.

Mr. Rames asked why RNAV headings are not issued when a propeller aircraft departs on a 305 heading. Mr. Sack stated that the RNAV track would conflict with the route for the propeller aircraft. As a result, 290 headings are issued to separate the traffic until MIA TRACON changes headings and vectors the aircraft to the north. Mr. Sack also stated they were seeing more use of the RNAV procedures each day.

Mr. Cole stated his community in the Harbour Inlet area had noticed a vast improvement in the noise environment since the new Metroplex procedures started. Mr. Cole asked how aircraft were supposed to make the turn at the LLBOW waypoint and if there were other waypoints used for departing planes to follow. Mr. Cannicle stated that the new RNAV procedures require departing aircraft to fly runway heading until 0.61 nautical miles from the shoreline before turning to the LLBOW waypoint. Mr. Karns added that the LLBOW waypoint is fly-by and not a fly-over waypoint. Therefore, the turns made may vary depending on the characteristics of the aircraft. Mr. Sack also stated with the new RNAV procedures, departing aircraft from the north runway will fly a heading of 096 off the airport until they intercept a 075-degree track to the LLBOW waypoint. From the south runway, departing aircraft on the RNAV procedure will fly the 096 heading until they intercept a 065-degree track going to LLBOW.

Mr. Rames asked what percentage of aircraft are RNAV equipped. Mr. Karns responded that about 80 percent RNAV were equipped and 20 percent were not. He also stated that propeller aircraft does not operate on the new RNAV procedures.

Mr. O’Harra stated he appreciates hearing feedback from the committee and community.

Richard Cahoon asked why the FAA could not mandate the new RNAV procedures. Jim Arrighi stated that the FAA does not mandate the equipment use by aircraft operators, this is a function of the aircraft operator and their business decision. Mr. Cahoon also suggested that the FAA consider moving the current routes used by the propeller planes farther away (to the north) so they do not affect the new FAA RNAV routes for FLL.

4. NOISE OFFICE UPDATE

Mr. Cannicle gave a brief update on the Part 150 Study Update Project. He informed the group that the comment period ended on May 15, 2021, and all comments received during this time will be addressed in the Final NCP. The draft NCP report is being finalized for submittal to the FAA.

Mr. Cannicle stated the meetings would remain virtual due to the continued concerns related to social distancing and public interaction surrounding COVID-19. Additionally, Mr. Cannicle

shared that RMT 5 Representative, Rae Sandler, has moved and Committee will need a new representative for the area.

Mr. Cannicle shared FLL's Runway Closure Schedule. The south runway was scheduled to close daily from September 7 to September 9, 2021, between 11:45 p.m. and 6 a.m. and September 19 to October 8, 2021, between 11:45 p.m. and 6 a.m. The north runway will be closed daily from September 13 to September 18, 2021, between 11:45 p.m. and 6 a.m.

Mr. Ram suggested looking into a flight tracking system with an automated way to see flights that do not follow the FAA's new RNAV routes. Mr. Ram asked if Mr. Cannicle could send a monthly summary of the planes observed using and not using RNAV.

5. PRESENTATION BY HMMH UPDATES ON THE 2018 FAA REAUTHORIZATION ACT

Deferred to next meeting.

6. ANAC UPDATES

Not held.

7. COMMITTEE/CITIZEN COMMENTS

Mr. Cahoon stated that he filed comments regarding some flights via WebTrak, but he did not receive a response. Mr. Cannicle advised he would look into Mr. Cahoon's concerns.

8. ADJOURNMENT

Mr. Cahoon moved to adjourn the meeting; Mr. Rames seconded the motion. The next meeting is on December 13, 2021, at 6 p.m.