



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

August 31, 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 June 12, 2023, along with an agenda for the next ANAC meeting scheduled for **September 11, 2023, at 6:00 p.m.**

The Broward County Aviation Department will be hosting the September 11 meeting via the Webex Conference System. The meeting details are as follows:

VIA WEBEX

Click [here](#) to join the virtual meeting

Meeting number (access code): 2634 422 7989

Meeting password for virtual meeting: YFsq9CM4f2W

Or join by phone: 1-650-479-3208,

Meeting number (access code): 2634 422 7989

Meeting password for audio: 93779264

Click [here](#) for global call-in numbers.

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

**September 11, 2023
6:00 p.m.**

VIA WEBEX

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1. Welcome
BCAD Staff
2. Approval of Minutes – June 12, 2023, Meeting
ANAC Chairperson
3. Noise Office & ANAC Update
BCAD Staff
4. Overview – FLL North Runway Drainage Work
BCAD Capital Development
5. Committee /Citizen Comments
6. Next meeting – December 11, 2023

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

DATE: Monday, June 12, 2023
LOCATION: WebEx

CUMULATIVE MEETING ATTENDANCE (10/01/2008 – 6/12/2023)

Committee Member (Organization Represented):	Present/Absent:	Present:	Absent:
Carlos Jose (RMT#1)	A	1	8
Gary Luedtke (RMT#2)	A	51	6
Randy Wright (RMT#2 Alt.) Appointed December 2013	A	16	21
Patricia Wright (RMT#3) Appointed December 2013	A	16	21
Micheline Peacock (RMT#4) Appointed June 2015	A	16	15
Tom Gongola (RMT#6) Appointed Mar 2017	A	3	20
Alan Scharf (RMT#6 Alt.) Appointed December 2016	A	2	23
Richard “Dick” Cahoon (RMT #8) Appointed June 2017	P	20	4
Geoff Rames (RMT#8 Alt.) Appointed June 2019	P	16	0
Arthur Joseph (RMT#9)	A	2	7
Debra Van Valkenburgh (RMT#10)	A	30	26
Eric Ram (RMT#11) Appointed Mar 2017	P	20	4
Frank Derisi (RMT#11 Alt.) Appointed March 2015	A	13	19
Jet Blue Representative (Michael Miles, 9/18)	A	10	46
Spirit Airlines Representative (Matt Nelson, 12/13) (Richard Sack, 6/12)	P	12	42
FBO Representative	A	4	52
Southwest Airlines Representative	A	3	54
Delta Airlines Representative	A	5	51
FAA ATCT Representative (Don Ellington, Amanda Shapiro)	P	13	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

Visitors

Visitors Name	Agency/Affiliation
Rhea Hanrahan	Harris Miller Miller & Hanson (HMMH)
Bryan Rand	Harris Miller Miller & Hanson (HMMH)
Shane Jackson	FAA (Community Outreach)
Michael Cobelo	Quest Corporation of America
Kathleen Walter	Quest Corporation of America
Terry Cure	Quest Corporation of America
Mark Waters	Community member, Plantation
Jess Barnett	Community member, Oakbridge neighborhood
Steven Hill	Community member, Oakbridge neighborhood
“Dragana”	Community member, Oakbridge neighborhood (on behalf of her mother)

Visitors Name	Agency/Affiliation
Cheri Capuano	Community member, Villa Harbor Isles/Dania Beach
Jason Franzel	Community member, Plantation Golf Estates
Krystal Permanen	Airport Business Development Manager, FXE

1. WELCOME (BCAD STAFF)

Broward County Aviation Department (BCAD) Environmental Program Manager Mr. Winston Cannicle called the meeting to order at 6:05 p.m.

2. APPROVAL OF MINUTES – MARCH 13, 2023, MEETING (ANAC CHAIRPERSON)

Airport Noise Abatement Committee (ANAC) Mr. Geoff Rames (RMT #8 Alt.) motioned to approve the March meeting minutes, seconded by Mr. Richard Cahoon (RMT #8). The March meeting minutes were unanimously approved.

3. NOISE OFFICE & ANAC UPDATE (BCAD STAFF)

Mr. Cannicle explained the roles and responsibilities of the Noise Office and Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT). He provided contact information for public records requests, shared the Part 150 project website, and options for submitting noise comments. He stated that contact information for ANAC members needed to be updated, as some members were unresponsive by email. Ms. Kathleen Walter, Quest, provided an email to accept contact information updates.

Mr. Cannicle stated the need to contact Dania Beach to inquire about a replacement for the late Gary Luedtke, RMT #2. Mr. Cannicle and Chair Eric Ram remembered Mr. Luedtke with great favor. Mr. Cannicle appealed to committee members for information about Mr. Luedtke’s celebration of life.

Mr. Cannicle provided a synopsis of noise comments received by the Noise Office from May 2022 to May 2023. He noted a high volume of new callers between April and May 2023. He attributed the uptick to a significant rain event that caused historic flooding at the airport. The flood resulted in significant damage to the Engineered Material Arresting System (EMAS) and the full activation and extensive use of the South Runway and West Flow departures. Mr. Cannicle stated that subsequently, many noise comments from residents living to the south and west of the airport were received by the Noise Office.

Mr. Cannicle shared that airport operations increased for the month of April 2023 and decreased for the month of May 2023, when compared to 2022. He also presented a slide of both airport operations and noise comments from May 2022 to May 2023.

ANAC Chair, Eric Ram asked if the weather impacts were still ongoing. Mr. Cannicle replied that, while the North Runway operations have been returned to full potential, the damaged EMAS system components will require replacement and will potentially require the closure of the North Runway at some future time. Once a repair date is set, information will be shared with the public.

Mr. Ram and Mr. Jess Barnett, community member, inquired about the installation date and duration, respectively. Mr. Cannicle responded that the components are on order but, due to the custom nature

of their manufacturing, the installation date is unknown. He reiterated that this information, once known, will be shared. Mr. Don Ellington, FAA ATCT Representative, detailed the challenges and complexities of the project and its impacts on runway operations. Following questions from Chair Ram about the project, Mr. Cannicle affirmed he anticipated a high level of project management, accountability, and transparency, in line with the scope of the project. He added that safety would not be compromised.

Ms. Cheri Capuano, community member, shared that following the April flooding incident, many planes on the South Runway took off outside of the voluntary closure hours (10:30 p.m. to 6:00 a.m.), affecting residents of 427 units in her neighborhood. Mr. Cannicle explained that the airport has two runways (North Runway, South Runway) and that when one runway is closed, the other is made operational, despite the voluntary closure, particular for the South Runway.

Mr. Cannicle provided information about the Federal Register Notice of the FAA's Noise Policy Review public comment period through July 31, 2023. The review explores the Day-Night Average Sound Level (DNL) as the primary noise metric for assessing cumulative aircraft noise exposure. He shared this was an opportunity for residents located in and around airports to provide comments to the FAA about their noise experiences.

Mr. Rames inquired about the FAA's past consideration of the change to the 65 DNL as part of the FAA Reauthorization Act of 2018. Ms. Rhea Hanrahan, HMMH, stated that per an FAA report to Congress, DNL remains the best metric to use in land use instances and remains accurate and applicable. She stated that the current Noise Policy Review takes another look, with the best research and science, at what the FAA should consider. She noted the review follows the January 2022 release of Neighborhood Environmental Survey research, which showed a new dose response annoyance curve for communities' response to current aircraft noise.

Mr. Ram asked whether the FAA would consider or give equal weight to "live noise" data and mathematical computations, alike. Ms. Hanrahan responded that the intent of the Noise Policy Review is to consider modeled noise when making future projections to develop policy.

SOUTH RUNWAY NIGHTTIME AND RNAV WAYPOINT PERCENTAGES

Ms. Hanrahan presented the South Runway Nighttime Use Report for Quarter 1 2023 (January – March). She provided a review of the Voluntary Use Program, established through an interlocal agreement between Dania Beach, and Broward County. The program involves voluntarily limiting nighttime use (10:30 p.m. – 6:00 a.m.) of the South Runway (10R-28L).

For Quarter 1, Ms. Hanrahan provided the following reports:

- Daily totals of arrivals,
- Daily totals of departures,
- Hourly summary of nighttime arrivals and departures,
- Cumulative South Runway nighttime hourly use, and
- South Runway operations by airline.

She presented an appendix which details incidents of and reasons for arrivals and departures that occurred during the Voluntary Use Program hours during Quarter 1. She noted the next quarter will feature more incidents, due to the aforementioned historic weather event.

Mr. Cannicle highlighted that heavier usage of the South Runway in March, during the Voluntary Use Program, was a result of weather delays elsewhere, high traffic volume, or airport maintenance such as rubber removal.

ANAC Chair, Eric Ram requested future South Runway Usage Reports be distributed to ANAC 1-2 weeks prior to ANAC meetings. Mr. Cannicle affirmed this can be done. Mr. Ram shared his opinion that the South Runway is being utilized as an “overflow” runway, and a discussion followed on the intent of the voluntary program. Mr. Ram suggested that FLL and BCAD work with airlines to schedule their flights to avoid nighttime disruption to the community. Mr. Cannicle explained that air traffic controllers utilized both the North Runway and South Runway, adding that they have a “balancing act.” He stated that the airline schedule is set by the airlines based on supply and demand and not by the Airport.

Ms. Amanda Shapiro, FLL ATC, stated that the tower takes the noise abatement program seriously and works diligently to avoid using the South Runway at night. She attributed usage of the runway to flight delays, sometimes resulting from weather or perhaps events from earlier in the day, which can back up traffic with unscheduled evening arrivals.

Mr. Ram requested such updates be detailed specifically in future reports to ANAC and requested more information from the FAA about South Runway usage resulting from weather impacts. Mr. Don Ellington, FLL ATC, added that most incidents of Quarter 1 nighttime runway usage were tied to poor weather, which can be researched online. Mr. Cannicle noted the ANAC South Runway reports are evolving and committed to provide even more details when possible.

4. OVERVIEW – FLL PART 150 STUDY UPDATE RECORD OF APPROVAL (HMMH)

Ms. Hanrahan introduced the FAA’s Title 14 Code of Federal Regulations (CFR) Part 150 Study Final Noise Compatibility Program Record of Approval (ROA) for FLL. She explained that the Part 150 Noise Compatibility Program document can be found on the project’s website at www.fllpart150.com and includes two parts: (1) noise exposure maps that reflect current (2018) and future (2023) airport operations, which have been accepted by the FAA, and (2) the noise abatement, land use, and program management measures that the airport recommends to help address aircraft noise related to the 65 DNL sound level around the airport. Upon receipt of the document, the FAA evaluates each measure and, individually, approves or denies them.

In April 2023, the FAA issued their Record of Approval of 19 measures, which include the following:

Noise Abatement Measures

- NA-1: Continue Voluntary User Program for Runway 10R-28L | South Runway (Approved as a voluntary measure),
- NA-2: Reduce Early Aircraft Departure Turns from FLL through Implementation of ELSO or ELSO-Equivalent Procedures During West-Flow Conditions (Disapproved for purposes of Part 150),

- NA-3: Reduce Early Aircraft Departure Turns from FLL Through Implementation of ELSO or ELSO-Equivalent Procedures During East-Flow Conditions (Disapproved for purposes of Part 150), and
- NA-4: Modify Aircraft Arrival Profiles to West of FLL to Keep Aircraft Higher (Disapproved for purposes of Part 150).

Land Use Measures (Three are preventative, and three are controlled)

- LU-1: Implement Voluntary Acquisition Program for a Portion of the Ocean Waterway Mobile Home Park (Approved)
- LU-2: Implement Voluntary Acquisition Program for a Portion of the Everglades Lakes Mobile Home Park (Approved)
- LU-3: Implement Voluntary Residential Sound Insulation Program for Eligible Dwelling Units Located in the Future Conditions (2023) DNL 65 and Higher Contours (Approved)
- LU-4: Encourage Local Jurisdictions to Implement Real Estate Fair Disclosure Requirements that Address Potential for Aircraft-Related Noise (Approved)
- LU-5: Encourage Local Jurisdictions to Incorporate Planning Actions in their Respective Comprehensive Plans related to Aircraft Noise that are Consistent with BrowardNEXT Plan (Approved)
- LU-6: Encourage Local Jurisdictions' Efforts to Incorporate Noise Overlay Zoning Ordinances to Regulate Sound Attenuation and Compatible Land Uses near the Airport (Approved)

Program Management Measures

- PM-1: Maintain Existing Noise Office and Information Webpage (Approved)
- PM-2: Evaluate/Update Existing Monitoring and Flight Tracking System (Approved)
- PM-3: Maintain Noise Complaint Management System (Approved)
- PM-4: Conduct Community Outreach Activities (Approved)
- PM-5: Evaluate Composition of ANAC (Approved)
- PM-6: Install Runway Reminder Signs (Approved)
- PM-7: Evaluate a Voluntary Fly Quiet Program (Approved)
- PM-8: Update the Noise Exposure Maps (Approved)
- PM-9: Update the Noise Compatibility Program (Approved)

Mr. Rames questioned the value of the FAA approvals, the Part 150 Study process, the usage of computer modeling, and whether public suggestions were even included.

Acknowledging Mr. Rames' frustrations with the process, Ms. Hanrahan explained that the Part 150 Study Process is the prescribed federal process for airports to address aircraft noise. She shared that, as thresholds are currently set at the 65 DNL, any recommendation without benefit inside of the 65 DNL would have to be disapproved for the purposes of Part 150. She explained that the airport, as it works in good faith to resolve aircraft noise matters, must proceed in compliance with federal regulations, as the FAA and the airport are bound by the federal rules of the Aviation Safety and Noise Abatement Act of 1979. Ms. Hanrahan stated that the FAA is trying to see, through federal policy review, how they look at changes to help inform decisions in the future and

recommended Mr. Rames stated that he will consider submitting a comment through the FAA Noise Policy Review public comment period.

The benefits of the FAA’s Metroplex Program were recognized by both Mr. Rames and Spirit Airlines representative, Mr. Richard Sack. Mr. Ellington stated his involvement with the Metroplex program and the belief that community aircraft noise concerns, expressed through the Part 150 process, resulted in change, noting that some ideas proposed to the FAA were not considered because they did not provide a benefit to avert aircraft noise.

Ms. Hanrahan detailed the benefits of the approvals, including the continuation of the Noise Office as a format for communicating, sharing, and remedying aircraft noise concerns.

5. COMMITTEE / CITIZEN COMMENTS

Community members Mr. Barnett, Mr. Steven Hiss, and Ms. Dragana (speaking on behalf of her mother Kahta) shared their experience with aircraft noise in the Oakbridge neighborhood. Mr. Barnett said he would welcome the FAA to visit his neighborhood to learn more. Mr. Hiss asked about the veracity of the existence of a “noise red zone” on Griffin Road. Mr. Cannicle clarified by explaining the FAA 65 DNL, noise contours are based on airport operations and traffic volume, and the area within the 65 DNL established by the FAA for land use compatibility with availability of federal funds for noise mitigation. A conversation followed regarding the difference in perception of aircraft flight paths based on individual experience versus the reality of scientific radar data.

Ms. Shapiro acknowledged residents of Oakbridge may have experienced an increase in aircraft noise resulting from increased South Runway usage following the historic rain event. Mr. Cannicle noted that per federal guidelines for development for 65DNL Contours, did not result in mitigation for areas on the south side of Griffin Road.

Additional comments were shared., Ms. Capuano, a community member, inquired about the availability of the HMMH presentation. Mr. Cannicle responded the presentation would be available the following day. Mr. Franzel, a community member, shared his experience with aircraft noise in Plantation and expressed that the FLL ATC tower should “stick” to RNAV. Ms. Shapiro stated the FLL ATC tries to “stick” to RNAV departures but occasionally shifts to vectoring for various reasons, including “prop” plane traffic or inclement weather. Mr. Ellington added that new weather mitigation and route planning with Miami Center, if implemented, will put aircraft on a different RNAV to circumvent the weather, meaning there may be rerouting based on RNAVs—not headings—which can be a noteworthy improvement.

Mr. Rames inquired about the March RNAV report, showing a decline in RNAV usage particularly for departs to the west. Mr. Cannicle said he would ask the HMMH Team to look in the this further.

6. NEXT MEETING – SEPTEMBER 11, 2023, AT 6 PM

Mr. Cannicle adjourned the meeting and advised the next meeting is scheduled for September 11, 2023, at 6:00 p.m.