

## **APPENDIX J**

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### Public Comments and Responses

This Appendix contains a copy of the comments received on the FLL Part 150 Study Responses to the comments will be provided in the Final Noise Exposure Map Report.

- Appendix J-1 Public Workshop Comments (November 2017)
- Appendix J-2 Website Comments



## **APPENDIX J-1**

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Public Workshop Comments (November 2017)

**Public Information Workshops for  
Part 150 Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport**

**Comments**

**DATE: Monday, November 13, 2017**

**TIME: 6:00PM - 8:30PM**

**LOCATION: Southwest Ranches Town Hall**

**13400 Griffin Road, Southwest Ranches, FL 33330**





AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

Comment Form

First and Last Name GERREY JAMES  
Address 2530 GOLFSTREAM LN  
FT LAUD FL 33312  
Email Address GRAMES.LICIA@GMAIL.COM  
Meeting Location S.W. LAUDER

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |  |
|---|--|
| <input type="checkbox"/> Arrivals                         | <input type="checkbox"/> Early morning operations                                |
| <input checked="" type="checkbox"/> Departures            | <input checked="" type="checkbox"/> FAA airspace changes                         |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow             | <input type="checkbox"/> Overflights related to the new south runway             |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)                     | <input type="checkbox"/> Cooper City       |
| <input checked="" type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |

SEE ATTACHED FOR MY COMMENTS

*Please note: All comments may be made publicly available.*

11/13  
2/2

## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address:

Edith R. Smith 2530 GOLFVIEW LN Ft Lauderdale 33322

My email address:

GRAMES.EDITH@GMAIL.COM

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways.
2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".<sup>1</sup> This is not being complied with.
3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".<sup>2</sup> [emphasis added].
4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.<sup>3</sup>
5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>
6. These new departures were implemented with no public input from our community.

**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
- Numerous departing flights on the north runway are still assigned the 275 heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation
- As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.
- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup> Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

<sup>2</sup> Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

<sup>3</sup> EIS 2008: Appendix H, Page H.1-6 TM29

<sup>4</sup> Miami ATCT and Fort Lauderdale ATCT letter dated August 3, 2015. Also states, Page 3, "the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].



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Comment Form

First and Last Name MICHAEL D. HANLEY

Address 20400 SW 50<sup>th</sup> PL

SW RANCHES FL 33332

Email Address MDHANLEY@BRIKSOOTH.NET

Meeting Location SW RANCHES TOWN HALL

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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| <input type="checkbox"/> Departures                                  | <input type="checkbox"/> FAA airspace changes                                   |
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| <input checked="" type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway           |

Where do you live?

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EXTENDED FLIGHT APPROACH PATH  
TO RUNWAYS 10. INTERCEPT AT  
HIGHER ALTITUDE ('e 5000') AND CONFIGURE  
FOR LANDING PRIOR TO OUTER MARKER

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*





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Comment Form

First and Last Name Ernie Suegrist  
Address 3216 SW 50TH LN  
DAVIE FL 33314  
Email Address ysiegriste@bell-south.net  
Meeting Location Southwest Ranches

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As the representative for Noise Monitor #1, I'm still concerned about shifting patterns. Noise has diminished on the I-95 corridor to Griffin Rd but residents of my community (Everglades Lakes) are still concerned about noise levels in early AM & at supper/dinner time.

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*Please note: All comments may be made publicly available.*



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11/13

Comment Form

First and Last Name Yvonne Siegrist  
Address 3216 SW 50 Lane  
Davie FL  
Email Address ysiegriste@bellSouth.net  
Meeting Location SW Ranches

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

*Please note: All comments may be made publicly available.*



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954-359-6100

11/3

Comment Form

First and Last Name JOHN EASTMAN

Address 4801 SW 188 Ave  
SW Ranches FL 33032

Email Address JOHN426@Bellsouth.net

Meeting Location SWR TOWN HALL 11/13/17

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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ON EAST OPS, USE 'CRD' CONSTANT Rate Descent  
FROM 5000'. INTERCEPT Glideslope FOR 10L and  
10R at 5000' AS MANDATORY MIN ALTITUDE.

ARRIVALS SHOULD "ALL" HAVE "5000" MANDATORY  
FLOOR UNTIL GS Intercept.

TOWER TO TOWER LATE NIGHT LOW Level  
NO LONGER ACCEPTABLE.

DOWN WIND LEGS SHALL MAINTAIN 5000'  
AND NO EARLY TURNS UNTIL UNDER  
GLIDE SLOPE.

ALL SPACE BASED APPROACHES SHALL ALSO  
MAINTAIN 5000' UNTIL Descent.

MIAMI TRACON SHALL MODIFY AIRSPACE  
TO ACCOMPLISH THESE CONCEPTS

LESS NOISE AND SMALLER CARBON FOOTPRINT!

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WIN!  
WIN!

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954-359-6100

Comment F

11/13

First and Last Name Joe I MAINS  
Address 4820 SW 188 AVE  
SOUTHWEST RANCHES  
Email Address JOEIMAINS@BELLSOUTH.NET  
Meeting Location SOUTHWEST RANCHES

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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AFTER TALKING TO A COUPLE PILOTS  
ABOUT MY CONCERNS ON THE NOISE  
LEVEL OVER MY HOUSE I BELIEVE  
WHAT WOULD HELP THE TOWN OF  
SOUTHWEST RANCHES ITS RESIDENCE AND  
LIVESTOCK IS TO MAINTAIN ON RUNWAY  
#10 5000 FT. TIL GLIDE PATH I BELIEVE  
THAT WOULD MAINTAIN THE LOWEST  
DB FOR OUR TOWN.

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ent Form

First and Last Name Douglas Mc Kay  
Address 4851 SW 130<sup>th</sup> Ave  
Southwest Ranches, FL 33330  
Email Address DMcKay@SWR.org  
Meeting Location Southwest Ranches, FL

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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*Great Public Work Shop!!!*

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Comment Form

First and Last Name Steve Breitkreuz  
Address 5120 SW 195 Terrace  
Southwest Rancher FL 33332  
Email Address Steve@Breitkreuz.org  
Meeting Location SWR Town Hall

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Since the new runway has opened, I have noticed an increase in noise. Specifically I hear what sounds like a revving of the engines as they fly overhead. It is relatively constant and then much louder for a short period of time.

It would be good if this could be smoothed out.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*

Public Information Workshops for Part 150  
Airport Noise Compatibility Planing Study  
Fort Lauderdale-Hollywood International Airport

"Attendee Comments"

Southwest Ranches Town Hall  
13400 Griffin Road  
Southwest Ranches, 33330

November 13, 2017  
6:00 p.m. - 8:30 p.m.

1 Thereupon, the following proceedings were had:

2 MS. MARRAPODI: The -- I don't have any  
3 problems with planes and noises. Because of the  
4 way technology moves, the planes are getting  
5 quieter and quieter anyway. So I think, by the  
6 time -- I am going to make a fuss now; by the time,  
7 you know, like five, ten years from now, it doesn't  
8 matter, because the planes are so quiet that you  
9 won't even notice them.

10 I like to see more trees, and I know they say  
11 they -- they do and they don't absorb the noise;  
12 but I would rather see trees than roads, and I --  
13 as long as planes bring in revenue, income, you  
14 know, and keeps our taxes, I can live with the  
15 noise. If I don't like it, I move. Very simple.

16 (Whereupon, a recess was had.)

17 MR. JOHNSON: I was just concerned about the  
18 noise coming down for the horses. There is a lot  
19 of horses around here. That's namely all we have  
20 around here is horses. There are a few cows, too,  
21 but, I mean, namely it's horses.

22 The reason why noise is so important is  
23 because there is a lot of horses that are just  
24 giving birth, and loud noises can cause them to  
25 give birth early, or they can hold it, and the

1 horse doesn't make it; the colt won't make it.

2 That's it.

3 (Whereupon, a recess was had.)


4 (Whereupon, no other attendees volunteered to  
5 put comments on the records and the proceedings  
6 were adjourned at 8:30 p.m.)  
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C E R T I F I C A T E

THE STATE OF FLORIDA)  
COUNTY OF BROWARD)

I, EMILY SCOTT, certify that I was  
authorized to and did stenographically report the  
requested portions of the foregoing proceedings and  
that the transcript is a true and complete record of  
my stenographic notes.

Dated this 14th day of November, 2017.

  
\_\_\_\_\_

EMILY SCOTT



**Public Information Workshops for  
Part 150 Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport**

**Comments**

**DATE: Tuesday, November 14, 2017**

**TIME: 6:00PM - 8:30PM**

**LOCATION: Anne Kolb Nature Center  
751 Sheridan St., Hollywood, FL 33019**

11-14-17



**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International**  
**Airport**  
 2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
 954-359-6100

## Comment Form

First and Last Name Debra Case, Commissioner  
 Address 322 Buchanan St., PTH-1  
Hollywood, FL  
 Email Address dcase@hollywoodfl.org  
 Meeting Location Anne Kolb Nature Park

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |  |
|---|--|
| <input type="checkbox"/> Arrivals                         | <input type="checkbox"/> Early morning operations                                |
| <input type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                                    |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                                 |
| <input type="checkbox"/> West Flow                        | <input checked="" type="checkbox"/> Overflights related to the new south runway  |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |   |  |
|---|--|
| <input type="checkbox"/> Dania Beach                            | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)          | <input type="checkbox"/> Cooper City       |
| <input type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input checked="" type="checkbox"/> Hollywood                   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie                                  | <input type="checkbox"/> Other _____       |



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## Comment Form

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by Dec 1, 2017 if any.

Thankyou

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Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
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**Fort Lauderdale-Hollywood International**  
**Airport**  
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 954-359-6100

## Comment Form

First and Last Name Mitchell Ryan Stone

Address 501 E Dania Beach Blvd 1H  
Dania Beach, FL 33004

Email Address M.ryanstone24@gmail.com

Meeting Location Ann Kolb

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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| <input type="checkbox"/> Departures                                  | <input type="checkbox"/> FAA airspace changes                         |
| <input type="checkbox"/> East Flow                                   | <input type="checkbox"/> Frequency of operations                      |
| <input checked="" type="checkbox"/> West Flow                        | <input type="checkbox"/> Overflights related to the new south runway  |
| <input checked="" type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |   |  |
|---|--|
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| <input type="checkbox"/> Hollywood                              | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie                                  | <input type="checkbox"/> Other _____       |



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We need to ensure that there is an open and neighborly dialog between Dania Beach and the Part 150 study. We need to work together to address the concerns of the residents of Dania while allowing for the growth of the airport which will benefit our community.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*



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**Fort Lauderdale-Hollywood International Airport**  
 2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
 954-359-6100

**Comment Form**

First and Last Name Mitch Anton  
 Address 1900 Van Buren St Apt 502  
Hollywood, FL 33020  
 Email Address SCPANTHER3@gmail.com  
 Meeting Location Ann Kolb Center

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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|--|---|
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| <input checked="" type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

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my biggest complaint is <sup>in</sup> the Area of Attendance. I think you missed the boat by not explaining in all your literature, that 6-8:30 D, 2 not mean 2 1/2 hours of lectures you need to explain to the public exactly what the format was so that they would know that they could come for an hour at any time and get a wealth of information all about FLL.

Personally I loved this format and learned quite a lot. I represent the Hollywood Chamber of Commerce and look forward to being a part of the Technical Part 150 Team.

As both of my sons are commercial airlines pilots (South Jet Blue), I have a very strong vested interest in the entire aviation industry.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*



11-14-19



**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International**  
**Airport**  
 2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
 954-359-6100

## Comment Form

First and Last Name

*Ebenize Paladin*

Address

*2d SW 68 Terrace*

Email Address

*SeyidPaladin@gmail.com*

Meeting Location

*Anne Kolb Nature Center*

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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Where do you live?

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This image shows a full page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, providing a template for handwriting practice or general note-taking. There are no margins, text, or other markings on the page.

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Public Information Workshops for Part 150  
Airport Noise Compatibility Planing Study  
Fort Lauderdale-Hollywood International Airport

"Attendee Comments"

Anne Kolb Nature Center  
751 Sheridan Street  
Hollywood, 33019

November 14, 2017  
6:00 p.m. - 8:30 p.m.

1 Thereupon, the following proceedings were had:

2 MR. LOLESKI: Dimce, D-I-M-C-E, Loleski,  
3 L-O-L-E-S-K-I, at 4500 Southwest 25th Terrace.

4 I am very much affected, especially in the  
5 nighttime. Any time of the night, the planes fly.  
6 I cannot sleep. My house, it's not mean nothing  
7 for me today because I cannot live in it. If I  
8 cannot sleep in it, what I need the house for? And  
9 the flying, 11 o'clock, 12 o'clock, 5 o'clock, they  
10 start it. I only have a few hours to sleep.

11 And I have a serious problem: If I don't wash  
12 the table outside, what I have in my backyard,  
13 three days later, you can write your name how much  
14 dust is there. My car is parked in the front, like  
15 somebody put a can of oil on the top when I wash  
16 it, nothing but oil on the top of the car.

17 If my window is cracked a little bit, inside I  
18 can smell the fumes and a black particle coming in  
19 the house from the thing. My roof was a red; now  
20 it's totally black. My gutters of the rain, what  
21 they catching, they turning black. My house looks  
22 like it's there a hundred years; it's only ten  
23 years old.

24 I like to have some kind of -- some kind of  
25 response for my life. After the planes start



1 flying, they put a pacemaker in me, and I'm very  
2 concerned for my life.

3 Because I live in the United States where I  
4 have Constitution rights, at least to have peace  
5 and quiet in my house, that's guaranteed by  
6 Constitution of United States.

7 Now, everybody makes money out of this. We  
8 can start with the airport. We start with the  
9 taxing. We start with the hotels. We start with  
10 the Port Everglades, all of these big cruise ships.  
11 Everybody makes money.

12 I pay my tax every time on time. I just sent  
13 a check three days ago, and nobody come to ask me.

14 One night, there was all night the planes.  
15 Because they closed the northbound runway, all the  
16 planes was concentrate on the south. I was so  
17 tired. I didn't sleep all night.

18 I went to the airport office there. They  
19 almost going to lock me up. They going to take me  
20 to jail. There was six police officers come there,  
21 like I'm the biggest criminal in the country, and I  
22 am only looking for my rights. I went there to  
23 speak to somebody: Oh, no, you have to come later,  
24 three hours later. We have nobody now to speak to  
25 you.

1           The next day I went to the commissioners, and  
2           I got a worse reception there. They come, two  
3           sheriffs there, to watch me when I come into  
4           Broward Governmental Center and watch me when I  
5           come out, like the biggest criminal in Broward  
6           County.

7           I work 35 years for Broward County. I helped  
8           build this county, and now what I got?

9           MS. LOLESKI: Calm down. You are getting  
10          excited. We have to look to the future.

11          MR. LOLESKI: What future? There is no  
12          future.

13          MS. LOLESKI: Can I input something because --  
14          my name is Luba Loleski, and the house location,  
15          it's at four hundred -- you got that?

16          What we are looking with the location of the  
17          house, it's within one mile, under -- direct under  
18          the runway --

19          MR. LOLESKI: Direct landing pad.

20          MS. LOLESKI: -- on the landing; and if we  
21          cannot live, another person cannot live, either.

22          We have put for rent, the house. The people  
23          going to come and say they love the house, but once  
24          the plane flies over, they turn around, and they  
25          don't want to do anything with it. So we cannot --

1 to try to sell it, we have been putting on and off  
2 and on and off, and nothing has happened.

3 What we are looking is, because it's fairly  
4 new, the house and the windows and doors are  
5 hurricane proof, we thought that that would be  
6 sufficient enough for the noise; however, when  
7 those men came, we did experience -- we were a few  
8 time out of the city. I had a death in the family,  
9 so when we come back, we lost chance for the  
10 soundproof.

11 Anyhow, we are looking whether buyout or  
12 relocation, whatever. It's going to be these two,  
13 because it's very close under the pad. The sound,  
14 we don't think that it's going to help a lot.

15 It is not just -- I mean, the phone, you  
16 cannot use it.

17 MR. LOLESKI: The TV stops.

18 MS. LOLESKI: It stops, the TV stops.

19 The shade that comes over through the window  
20 on the table, it's unbelievable.

21 MR. LOLESKI: The plane comes in the house,  
22 the shape of the plane coming inside the side.

23 MS. LOLESKI: Inside the house.

24 MR. LOLESKI: The nighttime lights go through  
25 and go to the other side.

1 MS. LOLESKI: It's unbelievable.

2 So taking in consideration so many things we  
3 are experiencing, it is the best that it's purchase  
4 the house.

5 MR. LOLESKI: We are looking for some kind of  
6 help. Somebody has to help us, because we live in  
7 the United States. We have our rights and --

8 MS. LOLESKI: So this, too, needs to be  
9 considered. I hope this -- this time, the 150  
10 study will help us.

11 MR. LOLESKI: But it is a wait, two years of  
12 wait.

13 MS. LOLESKI: Two years.

14 MR. LOLESKI: Two years, we are probably not  
15 going to have two years to live.

16 MS. LOLESKI: Recently he had pacemaker. I  
17 don't know if he disclosed that or not. He goes up  
18 and down. I am trying to keep him down, and we are  
19 out more often. It is what it is.

20 MR. LOLESKI: It's a residential area.  
21 Seven o'clock in the morning, you cannot cut the  
22 grass. I mean, noise, you cannot -- the dogs  
23 cannot bark. Ten o'clock, nobody can make loud  
24 music in the residential area.

25 But 12 o'clock come, I got a big jet come over

1 the house. Five o'clock come, I am up, no more  
2 sleeping. They are running over the house.

3 MS. LOLESKI: He said, who I am going to call?  
4 If somebody intrudes you that much, I can call the  
5 police and help out. Who we going to call for the  
6 plane coming? Really, that house, something we  
7 need to do about it.

8 MR. LOLESKI: Thank you.

9 MS. LOLESKI: Thank you.

10 (Whereupon, a recess was had.)

11 MS. WRIGHT: Pat Wright.

12 We live directly over the pathway of the south  
13 runway in the west there, and so the noise is  
14 really loud. We would really appreciate it if, on  
15 holidays, they didn't even run any planes over us.  
16 The landings of the planes are a whole lot louder  
17 than the takeoffs going over us and -- because we  
18 live in the west.

19 It would be nice if they could take off at a  
20 steeper rate so that the noise is maybe less  
21 minimal when they do take off over us and possibly  
22 stay a little higher up and come down at a greater  
23 angle, although that may make it worse for the  
24 neighbors that are closer to the airport, the end  
25 of the runway -- I don't know that -- which we

1 would not want that.

2 Ideally, if they could just stop landing over  
3 us and move those over to the north runway, it  
4 would be great.

5 And one comment I do want to make is that I  
6 used to complain. My husband and I, my neighbors,  
7 and other people I knew, used to complain about the  
8 noise. We have all given up, because nothing is  
9 ever done. We were told lies about why a plane was  
10 flying over at 1 o'clock in the morning, or they  
11 would tell us why or just not to tell us the  
12 reason, and complaining makes no sense anymore.  
13 It's just -- it's a futile waste of our time,  
14 absolutely futile.

15 I was wasting about half of my day writing  
16 down complaints and trying to get them sent off and  
17 not going through, not being answered, having to  
18 make phone calls. That's asinine for that kind of  
19 behavior.

20 We really feel that we have -- Dania Beach is  
21 the most affected town, and we feel that BCAD  
22 really does not care about us. If they did, they  
23 would really, seriously address the issues we have  
24 and make improvements so they can lower the noise  
25 for us.

1 I guess that's it.

2 (Whereupon, a recess was had.)

3 MR. LUEDTKE: People know me. People have  
4 called me by my first name, but I don't know some  
5 of them. She suggested they all have name tags.  
6 Look where the name tags are: Down here under  
7 their jackets. Name tags belong so you can read  
8 them and know who the person is. I shouldn't have  
9 to look down there at your crotch to see that you  
10 have one.

11 (Whereupon, a recess was had.)

12 MS. FUENTES: Alma, A-L-M-A, Fuentes,  
13 200 Southeast 5th Avenue, Dania, 33004.

14 So I live right next to the airport, and I'm  
15 new to the area. I am a resident, and I've been  
16 here now going on two years -- we'll say two years.

17 And at the beginning, you know, I heard an  
18 airplane once in a while: Oh, exciting, that's  
19 fine. Other times, I did not hear it; but, lately,  
20 I am a little concerned at the noise level.

21 I remember when they voted on the extension of  
22 the airport way back then that the residents in the  
23 area, homeowners, were complaining and had a  
24 meeting about it, because of the noise level  
25 issues; and the airport won, and they got the



1 extension of that runway, whatever it was, back  
2 then.

3 Now it happens to me, the airplanes are coming  
4 a little bit further south, okay, south of the  
5 airport, and it happens more so at 5 o'clock on the  
6 morning on a Sunday.

7 I want to say today, one at 5 o'clock flew so  
8 close over my house that I was going to duck. The  
9 sound was -- and I'm not exaggerating. Maybe I  
10 need new windows. I don't know.

11 So, again, my fear, I'm here for the reason  
12 that we need to keep it under control before the  
13 airport decides that they are going to do their own  
14 different routing that has not been, I want to say,  
15 voted on or approved by whoever does the approving.

16 So we deserve -- as residents, we were here  
17 before those extensions of this airport. We  
18 deserve peace and tranquility in our homes, and we  
19 like where we live. We love the community. I  
20 should not have to move, and I just don't want it  
21 to get out of control and out of hand  
22 noise-level-wise and the hours of operation, and  
23 that appears to be happening, as -- from what I can  
24 hear. Okay.

25 (Whereupon, no other attendees volunteered to

1 put comments on the records and the proceedings  
2 were adjourned at 8:22 p.m.)  
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**Public Information Workshops for  
Part 150 Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport**

**Comments**

**DATE: Wednesday, November 15, 2017**

**TIME: 6:00PM - 8:30PM**

**LOCATION: Deicke Auditorium**

**5701 Cypress Road, Plantation, FL 33317**



AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name Kevin Geehan  
Address 8100 Cleary Blvd Apt 1601  
Email Address Kevin15geehan@gmail.com  
Meeting Location Plantation

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |   |
|---|---|
| <input type="checkbox"/> Arrivals                         | <input checked="" type="checkbox"/> Early morning operations          |
| <input type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                         |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                      |
| <input checked="" type="checkbox"/> West Flow             | <input type="checkbox"/> Overflights related to the new south runway  |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |   |  |
|---|--|
| <input type="checkbox"/> Dania Beach                            | <input checked="" type="checkbox"/> Plantation |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)          | <input type="checkbox"/> Cooper City           |
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| <input type="checkbox"/> Hollywood                              | <input type="checkbox"/> Weston                |
| <input type="checkbox"/> Davie                                  | <input type="checkbox"/> Other _____           |

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## Comment Form

First and Last Name Mary Ann Johnston  
Address city of Fort Lauderdale  
Email Address mjohnston@fortlauderdale.gov  
Meeting Location Plantation

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I am interested in whether FLL will utilize  
the ISO 20906 as part of the master  
plan.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*





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## Comment Form

First and Last Name John + Lisa Bartel  
Address 7180 SW 18th St  
Plantation, FL 33317  
Email Address BrokenDoor4@bellsouth.net  
Meeting Location Deike Quad.

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Try cancelling the 5 degree turn on the N. runway.

Have the planes <sup>take</sup> their NW turn over the grades like they use to.

Jet Blue is making their turn EAST OF University Dr. Causing excessive noise level due to the increased thrust level in the motor to give it lift.

Can't enjoy being outside. Can't keep windows open. Can't even have a conversation until planes pass.

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## Comment Form

First and Last Name Dale Wilson  
Address 681 SW 75 Terrace  
Plantation FL 33317  
Email Address realptyolutions@aol.com  
Meeting Location Plantation

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Additional noise monitoring stations should be installed along I-595 on the north side between University Drive and the Florida Turnpike.

The current 15<sup>th</sup> turn used in western departures should be extended much farther west before the turn is made.

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## Comment Form

First and Last Name DAVE GOLDMAN

Address 5761 SW 13<sup>th</sup> St.

Plantation, FL.

Email Address GOBY522@gmail.com

Meeting Location Die Ke

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This noise level and low flying Aircraft is a disgrace to our city. We live out here thinking we will not be polluted with noise and aircraft fuel. I will be contacting my Senator to complain but we need aviation Dept. with us. People should not be subjected to this. It was not this way when I moved here in 1979.

FIX THIS

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## Comment Form

First and Last Name Tony & Beth Martins  
Address 1941 SW 73 Ave Plantation, FL 33317  
Email Address tbjnm@comcast.net  
Meeting Location Deicke Auditorium

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Our concern is the point where departing flights turn northbound and the east flow arrivals and west flow departures. These patterns bring flights directly over our neighborhood.

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## Comment Form

First and Last Name Mary SKROCH  
Address 5961 SW 18 St  
Plantation FL 33317  
Email Address FLgal97@aol.com  
Meeting Location Duke - Plantation

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Request them to use the original  
plans to go straight west until  
University Drive before turning —  
Over St RL 84 and 595 —  
not South Plantation

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## Comment Form

First and Last Name John Skroch  
Address 5961 SW 18th St.  
Plantation, FL 33317  
Email Address jskroch18@yahoo.com  
Meeting Location Plantation

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Departing Flights westbound From the North runway are turning north to early. It might be time to consider moving the Airport to a less populous area.

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## Comment Form

First and Last Name Michael Capelli  
Address 828 CRESTVIEW CIRCU  
WESTON, FL 33327  
Email Address Michael.j.capelli@gmail.com  
Meeting Location PLANTATION

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I AM A FREQUENT USER OF THE BOY SCOUT  
CAMP IN DAVIE AND THE AIR NOISE PARTICULARLY  
AT NIGHT HAS BEEN UNDESIREABLE. PLEASE STUDY  
AND MAKE RECOMMENDATIONS TO MAKE THIS PARK  
USABLE AGAIN.

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## Comment Form

First and Last Name Roger Haberkorn  
Address 5921 SW 16th Court  
Plantation, FL 33317  
Email Address \_\_\_\_\_  
Meeting Location Plantation

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What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |  |  |
|--|--|
| <input type="checkbox"/> Arrivals                                    | <input checked="" type="checkbox"/> Early morning operations                     |
| <input checked="" type="checkbox"/> Departures                       | <input checked="" type="checkbox"/> FAA airspace changes                         |
| <input type="checkbox"/> East Flow                                   | <input checked="" type="checkbox"/> Frequency of operations                      |
| <input checked="" type="checkbox"/> West Flow                        | <input checked="" type="checkbox"/> Overflights related to the new south runway  |
| <input checked="" type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |   |  |
|---|--|
| <input type="checkbox"/> Dania Beach                            | <input checked="" type="checkbox"/> Plantation |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)          | <input type="checkbox"/> Cooper City           |
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| <input type="checkbox"/> Hollywood                              | <input type="checkbox"/> Weston                |
| <input type="checkbox"/> Davie                                  | <input type="checkbox"/> Other _____           |





**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International**  
**Airport**  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

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*No additional flight patterns over  
The City of Monticello.*

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## Comment Form

First and Last Name Linda and Richard Stoddard  
Address 1101 S.W. 74th Terrace  
Plantation, FL 33317  
Email Address stoddard-linda@yahoo.com  
Meeting Location Desire Auditorium, Plantation

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We live in the bluest area of your current activity chart - at the corner of University Drive + Peters Road. The planes initiate their northward turn and the noise actually comes from the south all the way around our house. We cannot have conversation on our patio or in the family room if the windows are open. If the windows are closed we still have to turn the T.V. to a higher volume. At heavy take-off times we can hear the next plane at the same time the noise from the first plane is diminishing. So it is constant - every 2 minutes at peak times. And it is always at the quietest time of the year that we have the west winds that prompt the take offs over us.

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## Comment Form

First and Last Name DEXTER F. GEORGE

Address 5841 SW 17 COURT

Email Address DFGEORGE@AOL.COM

Meeting Location DELCHE AUDITORIUM - PLANTATION

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This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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954-359-6100

## Comment Form

First and Last Name Judy & Jim Ankston

Address 5860 SW 13<sup>th</sup> St

PLANTATION, FL 33317-5342

Email Address \_\_\_\_\_

Meeting Location PLANTATION

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WAS ALWAYS UNDER THE IMPRESSION AIRCRAFT  
DEPARTING TOWARD THE WEST WERE TO NOT TURN  
NORTH UNTIL OVER "THE EVERGLADES", IE, US 27,  
UNLESS DUE TO STORMS OUT WEST.

SEEMS LIKE EARLY MORNING FLIGHTS ARE NOW  
TURNING NORTH BEFORE US-441 CORRIDOR &  
THEREFORE GOING DIRECTLY OVER RESIDENTIAL  
AREAS IN PLANTATION!

DURING THE DAY THEY GO ON OUT WHERE THEY  
ARE SUPPOSED TO & THEREFORE ARE SELDOM A  
PROBLEM.

MAYBE IT IS A SUPERVISION PROBLEM & "WHAT  
THEY CAN GET AWAY WITH WHEN NO ONE  
IS WATCHING"

JA Pinkston

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954-359-6100

## Comment Form

First and Last Name Russell Pressey  
Address 6660 Sw 20<sup>th</sup> St Plantation, FL 33317-5105  
Email Address mrpressey@netscape.net  
Meeting Location Dieke Awd Plantation, FL

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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I would like planes on the North runway to venture further west before turning North. The overflights right now are so loud that I cannot hear my TV in the same room. Moving the flight-path would give a greater time for the planes to lift and that means that their engines will not be straining to lift & turn at the same time.

I also cannot enjoy my exterior to the house due to the frequency of overflights. If I open the windows for fresh air, the planes make me regret it within a few minutes.

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## Comment Form

First and Last Name Ali & Phyllis Andalib  
Address 1460 SW 57th Ave.  
Plantation, FL 33317  
Email Address ali.a.andalib@gmail.com  
Meeting Location Deike Auditorium

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Planes are so low when they fly over our house that our windows vibrate.

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## Comment Form

First and Last Name GRAHAM SHARMAN

Address 1741 SW 56 AVE PLANTATION FL 33317

Email Address g.sharmen@comcast.net

Meeting Location Dieck Auditorium Plantation

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20



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Note from maps there is no noise monitor  
near junction of Turnpike + I595. This is  
where significant noise occurs in W.  
prevailing wind

Late night noise after 10pm has increased.

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Public Information Workshop for Part 150  
Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport

"Attendee Comments"

Deicke Auditorium  
5701 Cypress Road  
Plantation, FL 33317

November 15, 2017  
6:00 p.m. - 8:30 p.m.

1 Thereupon, the following proceedings were had:

2 MR. GUTIERREZ: Alex Gutierrez,  
3 G-U-T-I-E-R-R-E-Z.

4 All right. So I'm in the Plantation area,  
5 595, University area. I really don't have a  
6 problem with the noise from the airplanes. I  
7 mean, they really don't bother me.

8 But the noise that really bothers is the 595  
9 noise. But as far as the airplanes taking off or  
10 coming in for arrivals, there are really no --  
11 there's no problem with them. I mean, especially  
12 from inside the house, you hardly even hear them.  
13 When you're outside, you hear a little bit, but  
14 it's not that bad, so I don't see there being any  
15 issues with the extended runway or airport  
16 operations. The problem is, as far as noise, is  
17 just the 595 traffic, which you can hear the  
18 noise from where 595 is all the way to Davie  
19 Road, which is probably like a mile or after a  
20 mile, between a half a mile and a mile. So,  
21 other than that, I mean, I don't see any problems  
22 with the airport.

23 (Whereupon, a recess was had.)

24 MR. TINGOM: Peter S. Tingom. I guess the  
25 first thing I'd like to say is I think it's

1 important for us to get citizen input on these  
2 noise settings and listen to the people.

3 My few suggestions would be, number one, when  
4 they take off to the west, to make the flight  
5 pattern about three to five miles further west to  
6 reach altitude and to have the noise and the  
7 acceleration reduced by not pumping the engines  
8 to get to altitude so quickly.

9 My second thing is to make sure that, as we  
10 increase volume, and we will increase volume,  
11 that we take into account that the manufacturers  
12 are responsible for making quieter engines, which  
13 will assist in solving these problems in two  
14 directions.

15 (Whereupon, a recess was had.)

16 MS. FREUND: Muriel Freund, F, like Frank,  
17 R-E-U-N-D, like David. And the first name is  
18 M-U-R-I-E-L.

19 And my first comment is in reference to the  
20 noise of the planes coming over my home. I live  
21 in Plantation Isles south of Peters Road near  
22 South Plantation High School and the planes, I  
23 never know when they are going to be flying over  
24 the house, and they can be flying over the house  
25 after 12:00 o'clock midnight at night, 1 or 2:00



1 in the morning. They can start in the morning at  
2 4 or 5:00 and then they'll keep going one right  
3 after the other. And then it's all day long.  
4 And I live in a house that has impact windows and  
5 impact doors. The windows are very heavy windows  
6 and they're very secure. So, therefore, the  
7 noise is really bothersome and it's really,  
8 really loud and noisy. I have tried at times to  
9 log the planes as they are going over, put down  
10 the time, but I kind of got lost in doing that  
11 because I wanted to have factual data. That if I  
12 presented it to someone, I had that.

13 And besides the noise of the planes there's  
14 the dirt of the planes. I had the house pressure  
15 cleaned not more than two and a half years ago  
16 and it is filthy dirty again. It cost me \$500 to  
17 have it pressure cleaned and on top of that the  
18 City of Plantation then calculates your sewage  
19 charge by your water charge. But the water  
20 coming off the pressure cleaning goes into the  
21 ground. The city doesn't consider that. So,  
22 therefore, I have an impact on my water bill and  
23 I'm more frequently needing to pressure clean the  
24 house because of the dirt from the planes.

25 And so I would like -- this gentleman that I

1 just talked to, he said it's not the Broward  
2 County Airport, it's the FAA who decides. So the  
3 FAA needs to be aware and they need to consider  
4 the people who live below of how they are  
5 impacting the people who live there. And it also  
6 devalues your property because who else wants to  
7 live there with noise? I think those are the  
8 three most important points to me, but I think  
9 that the FAA needs to be aware that it's been a  
10 big disturbance to people in our area because  
11 we've always lived west and it's been a quiet  
12 area.

13 You know, Tim, you grew up here. So -- but  
14 those are my comments. And if they want to get  
15 in touch with me I will be very willing to be  
16 interviewed.

17 I think I covered it all, Tim.

18 I really -- it's been on my mind for a long  
19 time now. You know, the people that live in  
20 Lauderdale Isles that's just east, and they live  
21 on the North New River canal, and like I do, we  
22 have ocean access where I live, and they a couple  
23 of years ago complained and they -- there was  
24 something done about the planes being moved to a  
25 different pattern. And I don't know the whole

1 story, I only know that they did something by  
2 complaining and being verbal, so -- all right?

3 (Whereupon, a recess was had.)

4 MS. FINCK: It's George and Lisa F-I-N-C-K.

5 1810 Southwest 52nd Avenue, Plantation,  
6 Florida 33317. And I don't know the name of this  
7 place, I don't know how to spell it.

8 So I don't know, I guess basically our  
9 concerns were the noise that we're hearing now  
10 and I'm also concerned about what's coming out of  
11 the planes landing in our neighborhood now.  
12 We're noticing that there's a lot of like dust, a  
13 lot more dust. I don't know if that's coming  
14 from the planes or not. It's like whatever would  
15 come out in the pool.

16 MR. FINCK: We get black streaks on our boat,  
17 on our camper, on the tile. We have bars and it  
18 gets on the tile, too.

19 MS. FINCK: So we notice like a lot more  
20 like, you know, patio furniture, the table, like  
21 every day you can just dust it with the soot  
22 that's back there.

23 And then, of course, the noise where I'll be  
24 watching a football game or we're watching a  
25 movie sitting outside and then the airplane will

1       come over and you can't hear what's on the TV  
2       anymore. So I don't know what else.

3           MR. FINCK: And we hear them in the house,  
4       too. But, yeah, definitely outside a lot more.  
5       And that's probably about it.

6           MS. FINCK: That's pretty much it. Just, you  
7       know, to make sure that it's like safe --  
8       because, you know, now all this stuff is landing,  
9       like if it's toxic and stuff. Especially, you  
10      know, landing in the pool and then you're  
11      swimming in it and grandkids are swimming in  
12      there and getting it in their mouths, so that's  
13      concerning. And I guess that's it.

14           (Whereupon, a recess was had.)

15           MR. SOLTIS: Rick Soltis, R-I-C-K,  
16      S-O-L-T-I-S.

17           I would like to see a correlation between the  
18      noise complaints that come in and the actual air  
19      traffic controllers that are directing those  
20      aircraft out to see if the complaints correlate  
21      to a specific air traffic controller, based upon  
22      their habits of the departures out of the airport  
23      itself. That's pretty much my only comment.

24           I've sent in a number of complaints on the  
25      app, but I'd like to see if there is a

1 correlation. Because I feel that people are  
2 creatures of habit and I believe that's going to  
3 be an issue, if they pinpoint that, they may be  
4 able to alleviate some of these issues.

5 That's it. Have a good evening.

6 (Whereupon, a recess was had.)

7 (Whereupon, no other attendees volunteered to  
8 put comments on the record and the proceedings  
9 were adjourned at 8:30 p.m.)  
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**Public Information Workshops for  
Part 150 Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport**

**Comments**

**DATE: Thursday, November 16, 2017**

**TIME: 6:00PM - 8:30PM**

**LOCATION: Signature Grand  
6900 FL-84, Davie, FL 33317**

11-16-17



**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International Airport**  
 2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
 954-359-6100

**Comment Form**

First and Last Name Jim Sanders

Address 2412 Cat Cay Ln  
Ft Laud FL 33312

Email Address BAG-4@gmail.com

Meeting Location \_\_\_\_\_

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.flpart150.com](http://www.flpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |  |
|---|--|
| <input type="checkbox"/> Arrivals                         | <input type="checkbox"/> Early morning operations                                |
| <input type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                                    |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow             | <input checked="" type="checkbox"/> Overflights related to the new south runway  |
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Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)                     | <input type="checkbox"/> Cooper City       |
| <input checked="" type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |

*Please note: All comments may be made publicly available.*



## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address:

My email address:

Jim Sanders 2412 Cat Cay Lane, FTL, FL  
~~2412 Cat Cay Lane, FTL, FL~~ B.A.G.4@gmail.com / 33312

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways.
  2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".<sup>1</sup> This is not being complied with.
  3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".<sup>2</sup> [emphasis added].
  4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.<sup>3</sup>
  5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>
  6. These new departures were implemented with no public input from our community.
- HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:
- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
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  - As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.
  - The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup> Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

<sup>2</sup> Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

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AVIATION DEPARTMENT  
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Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name Judy Seiler

Address 2424 Tortugas Ln  
Ft Lauderdale 33312

Email Address \_\_\_\_\_

Meeting Location Signature Grand

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |  |
|---|--|
| <input type="checkbox"/> Arrivals                         | <input type="checkbox"/> Early morning operations                                |
| <input type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                                    |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                                 |
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| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |   |  |
|---|--|
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| <input type="checkbox"/> Hollywood                              | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie                                  | <input type="checkbox"/> Other _____       |

*Please note: All comments may be made publicly available.*

## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: Judy Seiler 2424 Tortugas  
My email address: \_\_\_\_\_

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

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AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

Comment Form

First and Last Name Kevin - Michael Walter

Address 2401 Cat Cay Ln

Email Address Singerkevinmichael@gmail.com

Meeting Location Signature Grand

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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- |  |  |
|--|--|
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Where do you live?

- |   |  |
|---|--|
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**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International**  
**Airport**

## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part 150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: Kevin Michael Walter 2401 Cat Cay Lane  
My email address: singerkevinmichael@gmail.com

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

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**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
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**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International**  
**Airport**  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name James Clanges  
Address 2423 Cat Cay Ln  
Ft Land 33312  
Email Address jameg@sundance-maryes.com  
Meeting Location Signature Grand

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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- |  |  |
|--|--|
| <input type="checkbox"/> Arrivals                                    | <input type="checkbox"/> Early morning operations                                |
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Where do you live?

- |   |  |
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## Comment Form

Please use the space below to provide your comments regarding the 14 CFR Part 150 Study at Fort Lauderdale-Hollywood International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*

## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: James Clanges 2423 Cat Cay Lane

My email address: James@SundanceMyrius.com Fort Lauderdale, FL 33312

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Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name Doug Lowry  
Address 2516 Bimini Lane  
FT. L  
Email Address dlowry137@Comcast.net  
Meeting Location Signature Ground

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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Where do you live?

- |  |  |
|--|--|
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Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*

Dirk Lowry

## TALKING-POINTS:

**DYNAMIC AIRWAYS:** We can recall Dynamic Airways making the turn to the main runway prior to take off, The pilot was advised, by the following aircraft, there was ignited fuel falling from the starboard engine. This was minutes from take off had it been given a 290 heading where would that plane have been able to put down safely? In the opinion of many pilots there would not have been time for a return. It's not a matter of if, but when will a plane fall into one of the neighborhoods on the 290 heading as its being used now.

**THE SAFETY FACTOR INDUSTRIAL CORRIDOR:** There is an industrial corridor that's available for the West departure headings that should be considered over a densely populated neighborhood thereby giving an aircraft less densely populated area in case of an emergency.

**STAGGARD TAKEOFFS:** It's reasonable to request staggered takeoffs Since there isn't enough traffic to justify simultaneous take offs or any "Aircraft Separation". We have the patterns. Many are given the 275 heading which is acceptable to the neighborhood; however some are given (many MD80's) the 290 heading for no apparent reason. We do listen to the Tower and maintain a printed flight schedule. We have photographs of overflights but subsequent flight tracks are not proven to be accurate. For Wake Vortex Turbulence Separation it appears the runways are far enough apart, in excess 3,000+ feet of the minimal allowed minimum standar of 2,700 feet subsequently being, that distance would mitigate any Vortex Turbulence, making the argument of Separation a nonissue.

**NEXTGEN:** NextGen is an FAA program that isn't a very popular from LaGuardia Airport to the San Francisco Bay. Senator Barbara Boxer and Senator Diane Feinstein stepped to the plate and requested the FAA to examine potential remedies to the noise caused to Californians including greenhouse gasses and pollution. Cities are suing the FAA for this program to be cancelled. A letter to Phoenix from the FAA stating, "The Phoenix Metroplex Project was officially suspended on December 11, 2015, prior to the completion of the design." The city of Phoenix sued and got results. We have the letter. NextGen is not here yet and the Tower instructions are already pushing /testing this program. It was mentioned the Metroplex was working on DIS for FLL and it looks like it will not be a better solution. May we have a voice on the Metroplex work group? With reference to the work group no mention of the pt. 150 is mentioned.

**ECONOMICS:** We are asking for a no cost solution to our problem. With no consideration for our neighborhood this present situation is unacceptable, however as it stands it will cost the county and the City of Ft. Lauderdale a serious request for a reduction in taxes. This doesn't consider the obvious consideration for proven health issues from noise, pollutions through greenhouse gasses, reduced property values and soot from exhaust.

**THERE IS A SIMPLE FIX WITH NO COST TO ANYONE: GO BACK TO A RUNWAY HEADING OF 275.**

Two handwritten signatures in dark ink. The signature on the left is a dense, circular scribble. The signature on the right is more fluid, with a long horizontal stroke extending to the right.



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## Comment Form

First and Last Name Anker Pearce

Address 2431 whole Harbor Lane

Email Address \_\_\_\_\_

Meeting Location Signature Grand

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Wasserman-Schultz sits on the Transportation Committee. They tell the FAA what, when, and how.

She doesnot want the planes over her precious Weston. She is making the FAA fly FLL over highly populated.

The EIS story is a lie. Anybody with half a brain can see were the planes should fly.

Remember the pecons get peed on.

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Comment Form

First and Last Name Karen Rames  
Address 2530 Gulfstream Lane  
Fort Lauderdale FL 33312  
Email Address Kgrames@att.net  
Meeting Location Signature Grand

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My Name & Address:

My email address:

Karen James, 2530 Gulfstream La Ft Lauderdale  
kjames@att.net

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## Comment Form

First and Last Name Arker Pearce

Address 2431 whale Harbor

Email Address \_\_\_\_\_

Meeting Location Signature Grand

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THE DNL is a completely flawed formula.  
IT the basis of every thing the

R.150 study generates. Therefore all results  
will be skewed against the people.

The DNL is not based in reality  
it does not address actual burden placed  
on humans.

When the foundation is flawed so will  
everything else.

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**Comment Form**

First and Last Name Glori STAUCH  
Address 3543 Gulfstream W  
Ft Lauderdale 33312  
Email Address BOATKINS@yahoo.com  
Meeting Location Sig Grand

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My Name & Address: Go to Stanch 2543 Gulfstream Ln  
My email address: Boatkins@johncar.com

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## Comment Form

First and Last Name Ken Stauch  
Address 2543 Gulfstream Ln  
Ft Laud 33312  
Email Address BoatKns@yahoo.com  
Meeting Location Sig Grand

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SEE ATTACHED!

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Boatkins@yahoo.com

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**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

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<sup>2</sup> Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

<sup>3</sup> EIS 2008: Appendix H, Page H.1-6 TM29

<sup>4</sup> Miami ATCT and Fort Lauderdale ATCT letter dated August 3, 2015. Also states, Page 3, "the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].



AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name Joni White  
Address 2435 cat cay lane (Lauderdale Isles)  
Ft. Lauderdale, FL 33312  
Email Address Joni-White@att.net  
Meeting Location Signature board

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |  |
|---|--|
| <input type="checkbox"/> Arrivals                         | <input type="checkbox"/> Early morning operations                                |
| <input checked="" type="checkbox"/> Departures            | <input type="checkbox"/> FAA airspace changes                                    |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow             | <input type="checkbox"/> Overflights related to the new south runway             |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)                     | <input type="checkbox"/> Cooper City       |
| <input checked="" type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |





AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

Please use the space below to provide your comments regarding the 14 CFR Part 150 Study at Fort Lauderdale-Hollywood International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

I am awakened at 6:30-7:00 am and hear the planes loudly all day long over my house when there are west winds or storms. Naturally this weather brings lower temperatures when I would like to have my windows open but I cannot have them open because of the loud noise of the planes directly overhead. We can't hold a conversation with our neighbors outside or enjoy our patio. We are prisoners in our houses during high temp and also now we are prisoners during cooler temperatures due to the low loud planes. A simple change in the planes staying on the west route longer until they are further west and higher before turning north would solve the problem. That is what they used to do and it caused no problems. Thank you for your help. I have attached a more in depth statement of comments that clarifies things better.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

Please note: All comments may be made publicly available.



## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: Joni White 2435 Cat Cay Ln Ft. Lauderdale FL 33312  
My email address: ~~Jon~~ Joni-White@att.net

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways.
2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".<sup>1</sup> This is not being complied with.
3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".<sup>2</sup> [emphasis added].
4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.<sup>3</sup>
5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>
6. These new departures were implemented with no public input from our community.

**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
- Numerous departing flights on the north runway are still assigned the 275 heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation
- As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.
- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup>Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

<sup>2</sup>Environmental Impact Study 2008, Page 6C-20: "Runway 9L/27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures."

<sup>3</sup> EIS 2008: Appendix H, Page H.1-6 TM29

<sup>4</sup> Miami ATCT and Fort Lauderdale ATCT letter dated August 3, 2015. Also states, Page 3, "the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic]."



AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

Comment Form

First and Last Name Steve Dolgin

Address \_\_\_\_\_

Email Address sadolgin@aol.com

Meeting Location Signature Grand, Davie

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Arrivals              | <input type="checkbox"/> Early morning operations                     |
| <input type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                         |
| <input checked="" type="checkbox"/> East Flow             | <input checked="" type="checkbox"/> Frequency of operations           |
| <input type="checkbox"/> West Flow                        | <input type="checkbox"/> Overflights related to the new south runway  |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway |

Where do you live? — will be moving, undecided

- |   |  |
|---|--|
| <input type="checkbox"/> Dania Beach                            | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)          | <input type="checkbox"/> Cooper City       |
| <input type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood                              | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie                                  | <input type="checkbox"/> Other _____       |

*Please note: All comments may be made publicly available.*



AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name J Peter Strang  
Address 2512 Andros Ln Fort Lauderdale  
Email Address pstrang@udc1.com  
Meeting Location Signature Grand (Thurs)

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |  |  |
|--|--|
| <input type="checkbox"/> Arrivals                                    | <input checked="" type="checkbox"/> Early morning operations                     |
| <input checked="" type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                                    |
| <input type="checkbox"/> East Flow                                   | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow                        | <input type="checkbox"/> Overflights related to the new south runway             |
| <input checked="" type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)                     | <input type="checkbox"/> Cooper City       |
| <input checked="" type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |



**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International**  
**Airport**  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

Please use the space below to provide your comments regarding the 14 CFR Part 150 Study at Fort Lauderdale-Hollywood International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

Hoping planes will fly W@ 270  
and ~~we~~ stop swinging north shortly  
after takeoff.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*





AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name Angelina Phishnyk Evans  
Address 2631 Key Largo Lane  
Fort Lauderdale, FL 33312  
Email Address Lina@chrydeen.net  
Meeting Location Signetone Grandt

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |  |
|---|--|
| <input type="checkbox"/> Arrivals                         | <input type="checkbox"/> Early morning operations                                |
| <input checked="" type="checkbox"/> Departures            | <input checked="" type="checkbox"/> FAA airspace changes                         |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow             | <input type="checkbox"/> Overflights related to the new south runway             |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)                     | <input type="checkbox"/> Cooper City       |
| <input checked="" type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |



**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International**  
**Airport**

2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

**Comment Form**

Please use the space below to provide your comments regarding the 14 CFR Part 150 Study at Fort Lauderdale-Hollywood International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

*Please see the comment  
And additional documents  
Attached*

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*



*Angeela Plushnyk*

#### Part 150 Comments

Our neighborhood has become **severely** impacted by unbearable aircraft noise and constant overflights since the departure procedure for the North runway changed. We were told by officials of BCAD and the FAA that the change from 270 degrees to 285 degrees was necessary for safety reasons for simultaneous departures from the South and North runways. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. Page 6C-20 of the EIS 2008 states: "Runway 9L/27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation **during simultaneous departures**". [emphasis added]

Note that based on the Miami Air Traffic Control Tower (ATCT) and Fort Lauderdale ATCT letter dated August 3, 2015, Page 3, the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].

There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document. ALSO these new departures were implemented with no public input from our community and the EIS 2008 does not address the noise levels over our community if new departure procedures are implemented. As a matter of fact, there was only one noise reading taken, see Appendix H, Page H.1-6 TM29 during the EIS 2008 for an arrival on Tortugas Lane.

Also, on August 3, 2015, Kent George stated in his letter to the mayor of Fort Lauderdale, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)". **THIS IS NOT WHAT HAPPENS IN REALITY!!! Airplanes start turning while they even do not reach the end of the runway.**

To conclude, the airplanes fly over our homes when there is no simultaneous departure. Airplanes make turns before they even reach the end of the runway. Airplanes take off very frequently on 290 heading from the South and North runways, which suggests that they are staggered. Since the departures are staggered on 290 headings why are they not staggered on 275 headings?

Above all, as we repeated from the beginning, we need a waypoint directly west on each runway at the Turnpike in order to avoid airplanes turning prematurely right over our homes.



**LAUDERDALE ISLES  
CIVIC IMPROVEMENT ASSOCIATION, Inc.**

PO Box 121255, Fort Lauderdale, Florida 33312  
[www.ourlicia.com](http://www.ourlicia.com)

Nonprofit  
Organization  
Since 1959

**Airport Noise Issue Presentation to**  
**Mr. Mark E. Gale**  
*CEO/Director of Aviation*  
*Broward County Aviation Department*

**Presented by**  
**The Airport Noise Committee of**  
**The Lauderdale Isles Civic Improvement Association**

**Angelina Pluzhynk Evans**  
*LICIA Airport Noise Committee Chairperson*  
*Member of BCAD Airport Noise Abatement Committee for RMT# 8*

**Dirk Lowry**  
*LICIA President*  
*Member of LICIA Airport Noise Committee*

**Geoff Rames**  
*LICIA Vice President*  
*Member of LICIA Airport Noise Committee*

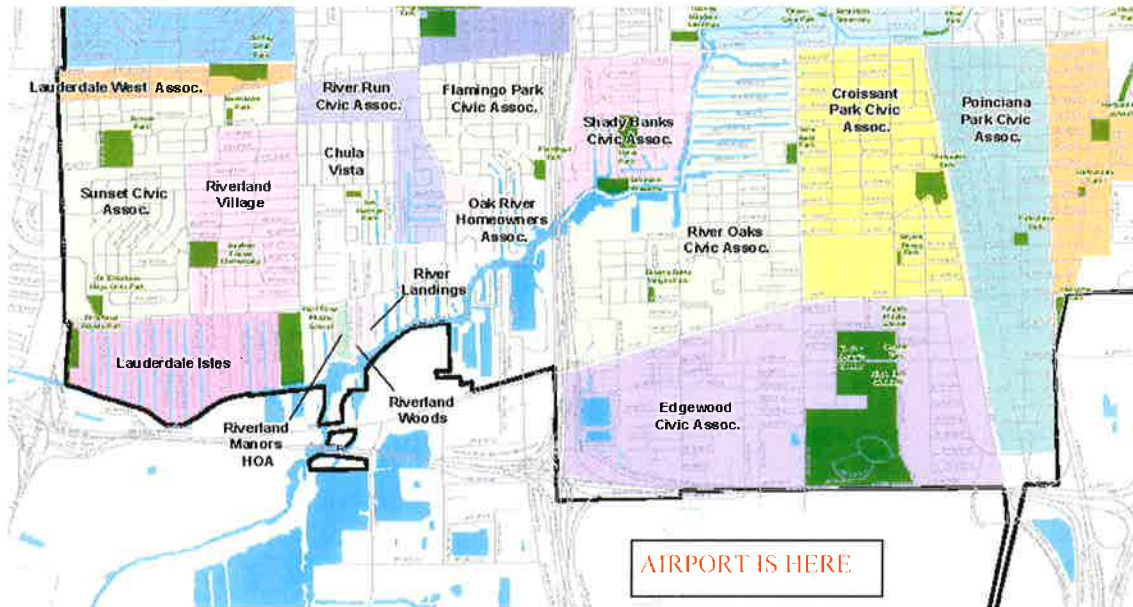
**December 7, 2016**

**The solution to the FLL Airport Noise issue affecting the  
neighborhoods of Southwest Fort Lauderdale is simple.**

## Southwest Fort Lauderdale Neighborhoods

The Lauderdale Isles Civic Improvement Association has been very proactive with the FLL Airport noise issue since the new South Runway opened in September 2014. In February 2015, we formed our Airport Noise Committee to address the problem. Committee members include commercial airline pilots and former air traffic controllers, and we have been extremely active - and vocal - pursuing the issue at the federal, county, and city levels with our elected leaders.

However, the residents of Lauderdale Isles are not alone in this battle. We have now started to form a coalition with other affected neighborhoods in southwest Fort Lauderdale and unincorporated Broward County, encompassing over 10,000 residents. All of these residents are affected by the very serious noise due to the 290 departure heading used on runway 28R.





**Exhibit #1**  
FLL Departure Headings for  
North Runway prior to opening  
of the South Runway

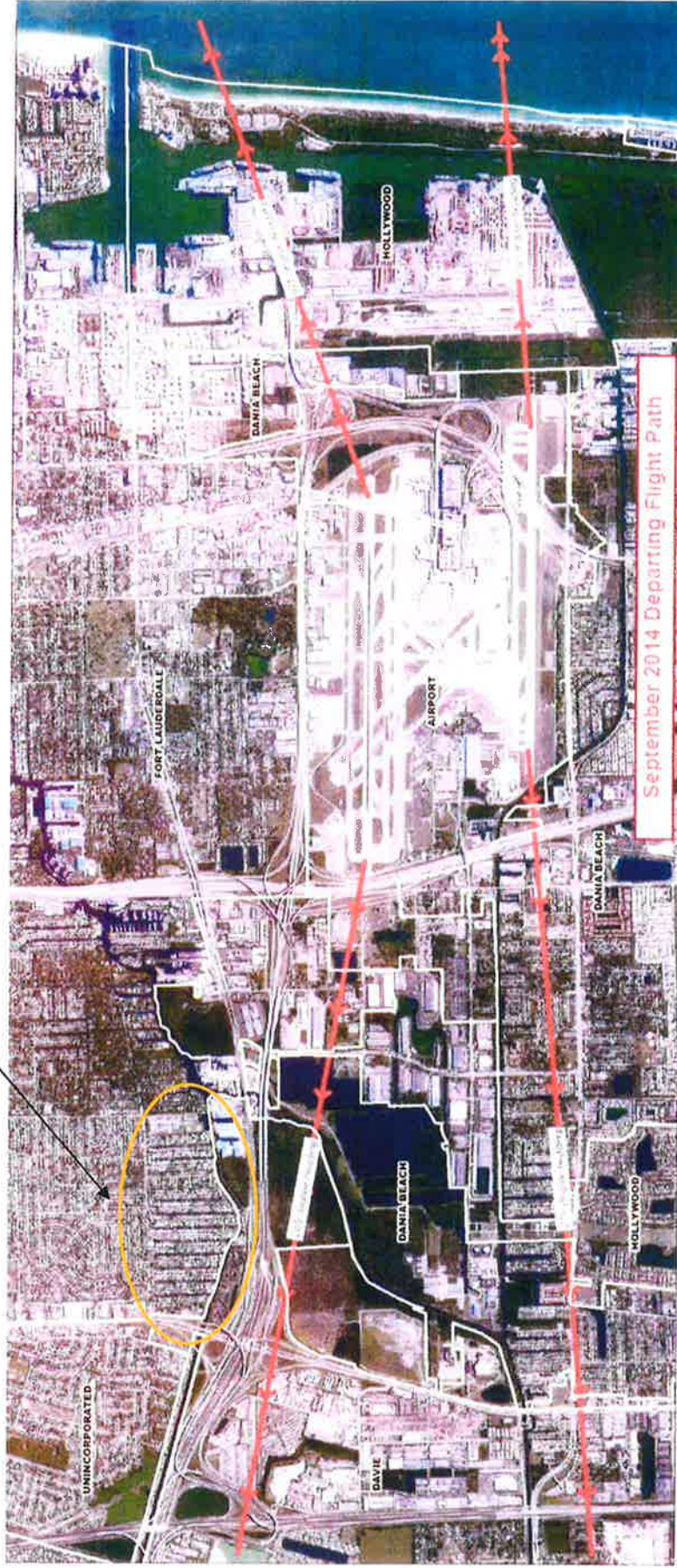
Lauderdale Isles





**Exhibit #2**  
FLL Departure Headings after  
opening of South Runway in  
September 2014

Lauderdale Isles





**TIM RYAN, Mayor**

Board of County Commissioners District 7  
115 S. Andrews Avenue • Fort Lauderdale, Florida 33301  
(954) 357-7007

**Exhibit #3**  
**Letter to Mayor**  
**Seiler from Tim**  
**Ryan**

April 13, 2015

The Honorable Jack Seiler  
Mayor, City of Fort Lauderdale  
100 N. Andrews Avenue  
Fort Lauderdale, FL 33301

Dear Mayor Seiler:

I received a copy of Resolution No. 15-68, recently adopted by the Fort Lauderdale City Commission, relating to noise impacts on some Fort Lauderdale neighborhoods resulting from changes in arrival and departure procedures at the Fort Lauderdale-Hollywood International Airport (FLL).

As the resolution correctly states, airport arrival and departure procedures are entirely within the purview of the Federal Aviation Administration (FAA). With the opening of the new south runway, the FAA implemented new arrival and departure procedures to ensure that a safe distance is maintained between planes simultaneously using the north and south runways. These procedures were adopted as part of the Final Environmental Impact Statement for the South Runway Expansion project issued in June 2008, and have been available to the public since then.

All the same, we at Broward County are aware that now that the new south runway is operational, residents in neighborhoods that have not been affected by aircraft noise in the past are now experiencing noise impacts. **In order to alleviate these noise impacts, Broward County Aviation Division (BCAD) staff initiated discussions with FAA personnel at the regional level requesting changes to arrival and departure procedures.**

I am pleased to report that these discussions appear to have been productive, and that the FAA is initiating changes to arrival and departure procedures that will keep the majority of arriving and departing aircraft on a more narrow path until they reach a greater distance from the airport. In essence, aircraft departing to both the east and west would not turn to the north or south until getting a greater distance from the airport than they currently have been.

It will take several months for these procedures to be implemented as air traffic control staff, pilots and other personnel must be notified of the changes and trained to execute the modified procedures. Once in place, we are optimistic that aircraft noise will be reduced in neighborhoods around the airport to the degree it can be while still ensuring the safe arrival and departure of air traffic at FLL. Please keep in mind that pilots ultimately have the authority to depart from arrival and departure procedures when, in their best judgment, it is necessary to do so for the safe operation of their aircraft.

In addition to these interim efforts to work with the FAA to resolve noise impacts related to the new flight procedures at FLL, I encourage representatives of the City of Fort Lauderdale, as well as residents, to participate in the new noise study ("Part 150 Study") that is scheduled to begin after April 2016. This study is the FAA's formal process for evaluating airport noise impacts, and there will be an opportunity for input from the public as well as local government officials.

In the meantime, we remain ready and willing to work with you and with FAA officials to address concerns related to our airport as they may arise. If you have any further questions or concerns about this matter, please feel free to contact me.

As always, it is a pleasure to work with you on behalf of the people of Fort Lauderdale and of Broward County.

Sincerely,



Tim Ryan  
Mayor, Broward County

c: The Broward County Board of County Commissioners  
The City of Fort Lauderdale City Commission  
Bertha Henry, County Administrator, Broward County  
Lee Feldman, City Manager, City of Fort Lauderdale  
Kent George, Aviation Director, Broward County





**Exhibit #4a  
Letter to Mayor  
Seiler from  
Kent George**

**AVIATION DEPARTMENT - Fort Lauderdale/Hollywood International Airport**  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100

August 3, 2015

Jack Seiler, Mayor  
Fort Lauderdale City Hall, 8<sup>th</sup> Floor  
100 North Andrews Avenue  
Fort Lauderdale, FL 33301

Dear Mayor Seiler:

The Broward County Aviation Department (BCAD) requested a number of months ago, a review by the Federal Aviation Administration (FAA) of the departure headings from Broward County's Fort Lauderdale-Hollywood International Airport (FLL) as a result of numerous inquiries from the cities and communities surrounding FLL. The FAA in response to this inquiry sent the attached letter to me late Friday, July 17<sup>th</sup>. The FAA intends to implement the departure corridors as depicted on the attached layout in accordance with their letter of July 17<sup>th</sup>. Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL).

Additionally, during the daily nighttime voluntary closure of Runway 10R/28L between the hours of 10:30pm and 6:00am, all aircraft operating from the north runway will be requested to fly runway heading, which is within the attached referenced corridor, and follow standard departure procedures for FLL. The above procedures will be instituted by the FAA as early as August 3, 2015.

BCAD has also begun the process through Broward County Purchasing, to procure the services of a consultant to conduct a Part 150 Noise Compatibility Study (Study). This Study will be inclusive with extensive requests for public input and the conducting of public hearings. Your community and its citizens are encouraged to provide input and attend the public hearings. This information and participation will be vital in the production of the new Part 150 Program. You will be informed when the meetings are scheduled.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kent G. George", with a stylized flourish at the end.

Kent G. George, A.A.E.  
Director of Aviation

KGG/ml

Attachment

C: Broward County Board of County Commissioners  
Bertha Henry, County Administrator  
Joni Armstrong Coffey, County Attorney  
Evan Lukic, County Auditor

G:\EXECUTIVE\Aviation Director\Fort Lauderdale City of\FAA Review of Departures & Landings at FLL 8.15.doc

**Exhibit #4B**



**FORT LAUDERDALE-HOLLYWOOD  
INTERNATIONAL AIRPORT**





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## Exhibit 4C

Letter from FAA to Kent George  
describing new headings

Airports Division  
P.O. Box 20636  
Atlanta, GA 30320-0631  
404-305-6700

July 17, 2015

Mr. Kent G. George  
Director of Aviation  
Broward County Aviation Dept.  
2200 SW 45<sup>th</sup> Street  
Suite 101  
Dania Beach, FL 33312

Dear Mr. George:

This letter serves to bring together several conversations between the Federal Aviation Administration (FAA) and Broward County Aviation Department (BCAD) regarding south runway departure headings at the Fort Lauderdale-Hollywood International Airport (FLL).

Pursuant to FAA Order 1050.1E, Environmental Impacts: Policies and Procedures and the National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, the FAA prepared an Environmental Impact Statement (EIS) for the Development and Expansion of Runway 9R-27L and Other Associated Airport Projects at FLL. The Final EIS and Record of Decision (ROD) finalized in 2008.

Based on a request by BCAD, in March 2015, the FAA has reviewed the proposed runway heading adjustments and has determined that these adjustments conform to the previously filed 2008 FEIS and ROD.

Although the agency normally requires 30 days to brief personnel, the FAA will implement these adjustments in the following jet heading as early as August 3, 2015.

East - 080 and 095

West - 275 and 290

If you have further questions, please contact Winsome Lenfert at 404-305-6700 and John McCartney at 404-305-6230.

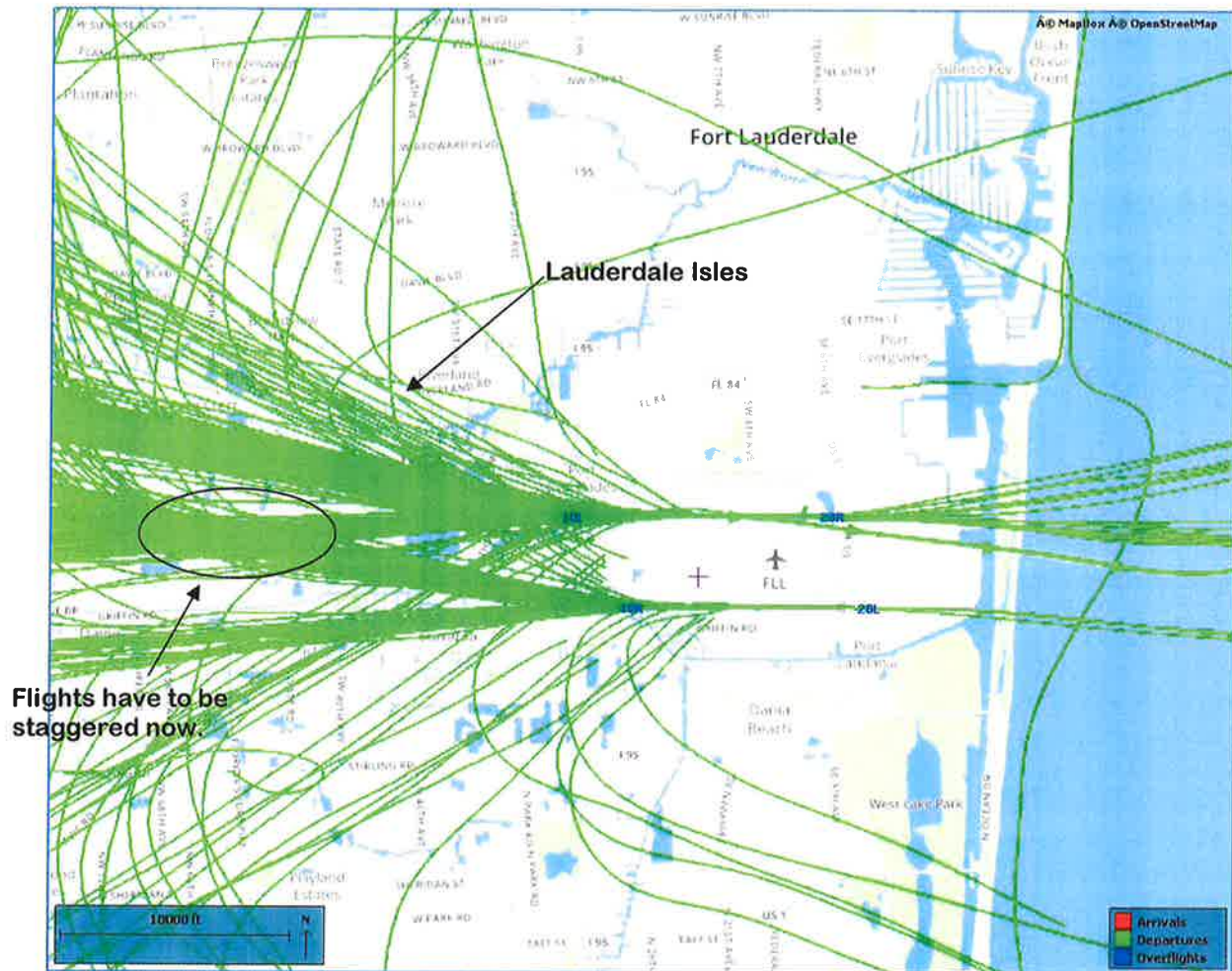
Sincerely,

Winsome A. Lenfert  
Manager, Airports Division  
Southern Region

JUL 24 2015



**Exhibit #5**  
**Typical day when west winds**  
**require westward departures**



October 21, 2016

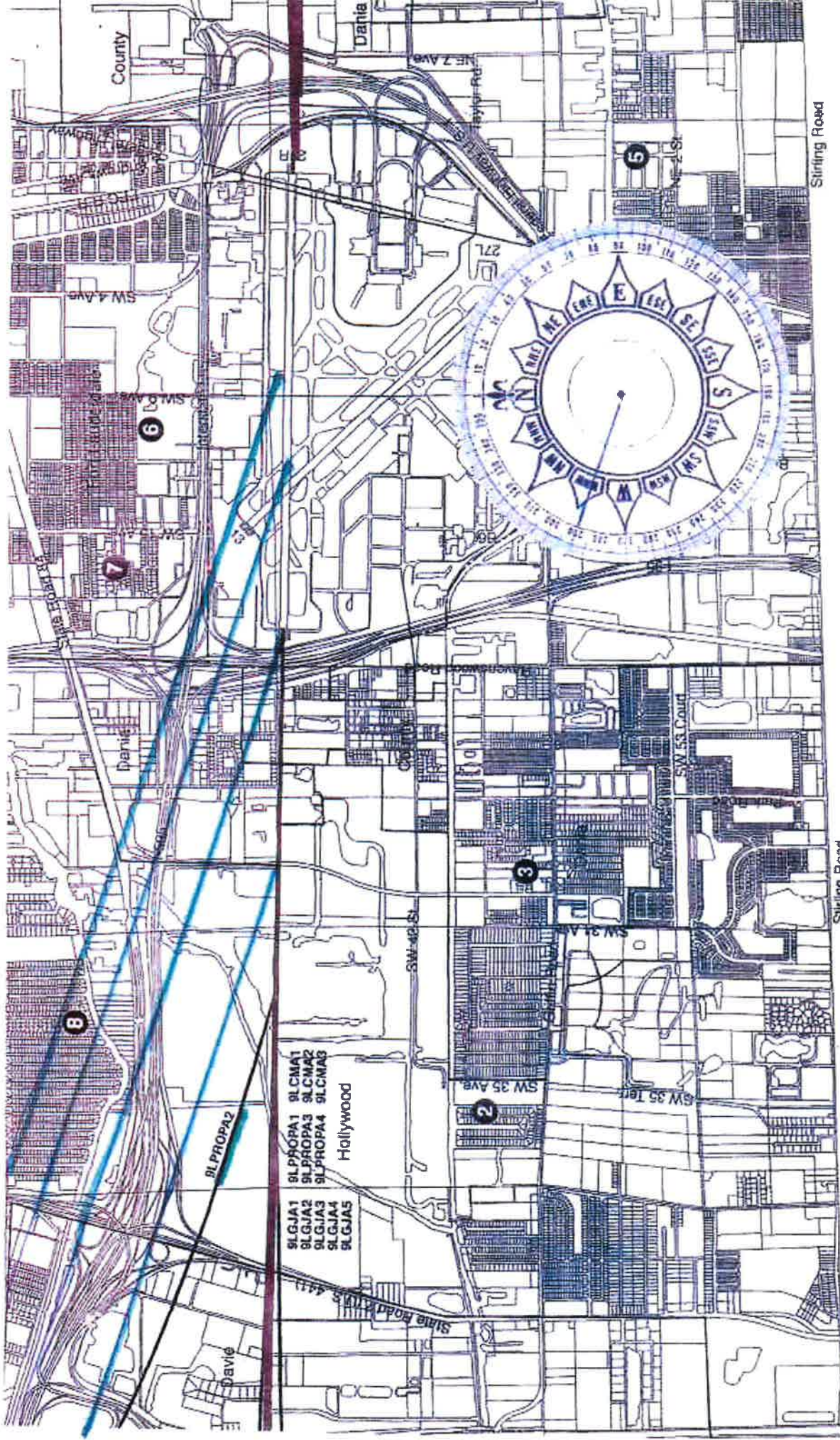
Between 12am – 11:59pm

FLL departures from Runways 10L/28R and 10R/28L

This plot of all FLL departures on 10/21/16 was provided by BCAD.









## Exhibit #6

**The simple solution. Use 275 deg. heading, staggering simultaneous takeoffs, like at other airports.**

**From:** terichter [mailto:[terichter@comcast.net](mailto:terichter@comcast.net)]

**Sent:** Thursday, July 21, 2016 9:34 PM

**To:** Ryan, Tim <[TRYAN@broward.org](mailto:TRYAN@broward.org)>; Carter, Kristin <[KMCARTER@broward.org](mailto:KMCARTER@broward.org)>; [felicia.goldstein@mail.house.gov](mailto:felicia.goldstein@mail.house.gov)

**Cc:** Angelina Pluzhnyk <[lina@chyden.net](mailto:lina@chyden.net)>; Geoff Rames <[grames,lucia@gmail.com](mailto:grames,lucia@gmail.com)>; Dirk Lowry <[dlowry137@comcast.net](mailto:dlowry137@comcast.net)>

**Subject:** LICIA (Lauderdale Isles) FLL noise solutions

Mr. Ryan

I assume that you are up to your ears addressing the airport noise concerns of the Lauderdale Isles and surrounding neighborhoods.

As per your request after our brief conversation at the last neighborhood meeting, I'm not writing to complain, but to enlighten you on some solutions and misconceptions about the noise issues.

I am a Captain for a major airline and have flown in and out of South Florida for 30+ years. I have consulted acquaintances from both MIA and FLL ATC. The solutions are quite simple if not for the bureaucracy of the FAA.

### SOLUTIONS

We are told that the 290° heading is necessary to maintain 15 degrees of separation for flights departing both runways simultaneously. Other airports across the country accomplish separation by staggering departures. This could easily be accomplished at FLL.

#### -Staggered departures

3 miles in trail is normal separation for departing aircraft with the exception of large "heavy" aircraft which account for only a few of the daily departures. Using staggered departure procedures and a runway heading of 275° on the north runway and a 275-290° for the south runway will only add 15-20 seconds more than simultaneous departures. With the exceptions of peak departure times, most departures are ALREADY staggered, however they are still assigned a 290° on the north runway, taking them directly over the Lauderdale Isles.

#### -3 mile and/or 3000ft restriction

When assigning north runway departures a 275° heading and restricting any turns until reaching 3 miles and/or 3000 feet would keep departing aircraft over industrial and clear of the Lauderdale Isles. This restriction would assure a distance and altitude that would drastically reduce the noise levels to pre expansion levels while causing a MINIMAL (10 second) delay on the northbound turn.

### MISCONCEPTIONS

-FAA (or anyone else) comments that "Rogue" pilots are to blame are ignorant comments. Flying a heading is the most basic of all pilot skills. Not to mention that a pilot can be violated for deviating. Many pilots are using autopilots (which cannot deviate) and/or flight directors.

-People are confused about "Heading" and "Track". Runway heading does not account or correct for wind. A south wind of 20kts will push an aircraft even further to the north over the neighborhood. Track adjusts for that south wind. A Track requires a fix (longitude/latitude) off the end of the runway that the aircraft flies to.

-Magnetic Variance is an insignificant change to magnetic heading and is or shouldn't even be part of the discussion or an excuse for the new (290°) heading. It's a sound bite. It has only changed 1° in my 38 years of flying.

Respectfully

Thierry Richter

(LICIA Airport Noise Committee Member)





## **SIMULTANEOUS FLIGHTS**

**From the North & South Runways at FLL**

The FAA says that flights require separation for the purpose of safety for simultaneous takeoffs on the north & south runways.

We asked BCAD to tell us how many simultaneous departures occur on a daily basis at FLL. BCAD could not provide this information.

One of our committee members analyzed the raw data for November 20, 2016. He found:

For a total of (409) departures on Nov. 20 there were (26) instances that two aircraft took off within 0 –59 seconds of one another on the two runways; approximately 7% of all departures.



# THE BOTTOM LINE

## 1. Our Roadblocks:

Everyone we have contacted accepts the party line and says: “The FAA says no changes until the Part 150 study is finished (in two to three years).”

- Congresswoman Lois Frankel: “Wait for the Part 150.”
- County Commissioner Tim Ryan & staff: “Wait for the Part 150.”
- City of Ft. Lauderdale, including its lobbyists in Washington: “Wait for the Part 150.”
- BCAD Noise Abatement Staff: “Wait for the Part 150.”

## 2. BUT!!

*No Part 150 Study was required to change the headings in August 2015.*

-The changes were made in response to Kent George’s “request” to the FAA for a “review”, as seen in the previous pages of this presentation. *Notably, these changes resulted in a dramatic improvement of the noise situation in the east part of Fort Lauderdale, but made things much worse for southwest Fort Lauderdale.*

- So why must we now wait for a 2 – 3 year Part 150 Study before any changes?

## 3. THE FLIGHT PATTERNS ALREADY EXIST FOR THE 275 HEADING:

- The South Runway: they are used all the time
- The North Runway: They are used every night from 10:30pm to 6:00am

## 4. THE SOLUTION IS SIMPLE:

- Assign the 275 heading and stagger simultaneous flights as is done at other airports.
- And it can be implemented **NOW** - without a Part 150 study.





AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name DIANA STEEGER-KATZ  
Address 2442 ANDROS LANE  
FT LAUDERDALE, FL 33312  
Email Address dsteep21@gmail.com  
Meeting Location Grand Signature Grand

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |  |   |
|--|---|
| <input type="checkbox"/> Arrivals                                    | <input checked="" type="checkbox"/> Early morning operations                    |
| <input checked="" type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                                   |
| <input type="checkbox"/> East Flow                                   | <input checked="" type="checkbox"/> Frequency of operations                     |
| <input checked="" type="checkbox"/> West Flow                        | <input checked="" type="checkbox"/> Overflights related to the new south runway |
| <input checked="" type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway           |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)                     | <input type="checkbox"/> Cooper City       |
| <input checked="" type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |



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Flights directly over our home,  
with us not being able to com-  
municate.

Early morning flights wake us  
up.

We are unable to keep windows  
open due to noise.

It is disruptive and overall  
does not allow us to enjoy  
our home during the best  
time of year in South Florida.

Please also see attached  
comments.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*

## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: \_\_\_\_\_

My email address: \_\_\_\_\_

*Diana Steeger-Katz*  
*dsteeg21@gmail.com*

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways.
2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".<sup>1</sup> This is not being complied with.
3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".<sup>2</sup> [emphasis added].
4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.<sup>3</sup>
5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>
6. These new departures were implemented with no public input from our community.

**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
- Numerous departing flights on the north runway are still assigned the 275 heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation
- As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.
- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup> Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

<sup>2</sup> Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

<sup>3</sup> EIS 2008: Appendix H, Page H.1-6 TM29

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## Comment Form

First and Last Name Richard Katz

Address 2442 Andrews Ln, 33312

Email Address richierich0319@yahoo.com

Meeting Location Signature Grand

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I find it unnecessary that flight paths are directly over my home, so much that the belly of the plane is visible from my house. Conversations have to be put on hold until the plane passes. This becomes annoying, especially at night, when the flights are passing by every 2 minutes.

Please see attached.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
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## Comment Form

First and Last Name Charles Solak

Address 2542 Marathon Ln  
Pf Land 33312

Email Address csdak@gmail.com

Meeting Location Signature Grand

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| <input type="checkbox"/> Davie                                  | <input type="checkbox"/> Other _____       |

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My Name & Address: CITRUS SOLAK 2542 MARATHON LANE

My email address: CSOLAK @ gmail.com

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954-359-6100

## Comment Form

First and Last Name

*Shirley Ehit*

Address

*2661 Key Largo LA  
33312*

Email Address

Meeting Location

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☐ Arrivals

☒ Departures

☐ East Flow

☒ West Flow

☒ Nighttime operations (10pm -6am)

☒ Early morning operations

☒ FAA airspace changes

☒ Frequency of operations

☐ Overflights related to the new south runway

☐ Changes in flight paths for the north runway

Where do you live?

☐ Dania Beach

☒ Fort Lauderdale (east of FLL)

☐ Fort Lauderdale (north or west of FLL)

☐ Hollywood

☐ Davie

☐ Plantation

☐ Cooper City

☐ Southwest Ranches

☐ Weston

☐ Other



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**Comment Form**

First and Last Name Alma & James Gagnon  
Address 2340 S.W. 70 Terrace  
Davie, FL 33317  
Email Address j.gagnon41@msn.com (send future updates)  
Meeting Location Signature Grand

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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| <input checked="" type="checkbox"/> Davie <u>on Nova Drive</u>  | <input type="checkbox"/> Other _____       |



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## Comment Form

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Meeting very informative. Arrivals are very noisy coming over our house. Ditto for Takeoffs. Takeoffs are not going out far enough to the west before turning. Arrivals between 1-5<sup>am</sup> 30<sup>am</sup> wake us up. The MD80's make the most noise. Can't wait till they are phased out!

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

Please note: All comments may be made publicly available.



AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

Comment Form

First and Last Name Scott James  
Address 2530 Gribbsen Ln  
Fort Lauderdale 33312  
Email Address CHAMES.LICIA@GMAIL.COM  
Meeting Location Fort Lauderdale

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |   |
|---|---|
| <input type="checkbox"/> Arrivals                         | <input type="checkbox"/> Early morning operations                     |
| <input checked="" type="checkbox"/> Departures            | <input checked="" type="checkbox"/> FAA airspace changes              |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                      |
| <input checked="" type="checkbox"/> West Flow             | <input type="checkbox"/> Overflights related to the new south runway  |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)                     | <input type="checkbox"/> Cooper City       |
| <input checked="" type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |

Scott James

**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International**  
**Airport**



## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: \_\_\_\_\_

My email address: \_\_\_\_\_

*Geoff Ramsey*  
*GRAMES.LISA@GNAK.COM*

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways.
2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".<sup>1</sup> This is not being complied with.
3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".<sup>2</sup> [emphasis added].
4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.<sup>3</sup>
5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>
6. These new departures were implemented with no public input from our community.

**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
- Numerous departing flights on the north runway are still assigned the 275 heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation
- As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.
- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup> Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

<sup>2</sup> Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

<sup>3</sup> EIS 2008: Appendix H, Page H.1-6 TM29

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954-359-6100

## Comment Form

First and Last Name Robert Franks

Address 2549 Key Largo Lane  
Ft. Lauderdale, FL

Email Address \_\_\_\_\_

Meeting Location \_\_\_\_\_

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Where do you live?

- |   |  |
|---|--|
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| <input type="checkbox"/> Davie                                  | <input type="checkbox"/> Other _____       |



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Comment Form

11-16-17

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I HAVE LIVED IN LAUDERDALE ISLES THE  
PAST 32 YEARS. MY HOUSE HAS GOOD INSULATION  
& DOUBLE PANELED WINDOWS. SO NORMALLY NO  
OUTSIDE SOUND INTRUDES. THE LAST TWO YEARS,  
WITH A WEST WIND, THE AIRPLANE NOISE IS  
VERY LOUD & ~~THE~~ DISRUPTIVE. I WORK SPED STEPS  
& SOMETIMES HAVE TO SLEEP DAYS. THESE FLIGHTS  
DISRUPT MY SLEEP. PLEASE CHANGE THE  
FLIGHT PATHS TO CONTINUE AT ~~AS~~ A 270°  
HEADING, UNTIL THEY REACH A SUFFICIENT  
HEIGHT TO MINIMIZE THE SOUND DISTURBANCE.  
THIS EXCESSIVE & UNNECESSARY NOISE  
AFFECTS THE QUALITY OF MY FAMILY'S LIFE.

ROBERT FRANK  
2549 KEY LARGO LANE  
FT. LAUDERDALE, FL 33312  
BFRANKS@GATE.NET

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My Name & Address:

My email address:

2549 KEY LARGO CANE  
ROBERTS S. FRANKS FORT LAUDERDALE, FL 33312  
RFRANKS@GATE.NET

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**Airport**  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name KEITH ROBERTS  
Address 4417 SW 27TH TER  
DANIA BEACH, FL 33312  
Email Address BKARS2020@AOC.COM  
Meeting Location SIGNATURE GRAND

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What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Arrivals                         | <input checked="" type="checkbox"/> Early morning operations                    |
| <input checked="" type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                                   |
| <input type="checkbox"/> East Flow                                   | <input checked="" type="checkbox"/> Frequency of operations                     |
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Where do you live?

- |   |  |
|---|--|
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I HAVE NOT YET HEARD OR SEEN ANY PLAN OF ACTION FROM THE CITY OR COUNTY TO INVESTIGATE THE ADVERSE IMPACT OF THE ADDITIONAL FUEL, EXHAUST AND PARTICULATE DEPOSITS STEMMING FROM THE SOUTH RUNWAY ON THE LAND AND WATER... IT IS EVIDENT THAT SOOT COLLECTS ON THE CARS, HOMES, DOCKS ETC... ESPECIALLY AROUND THE GRIFFIN CORRIDOR... IS THIS NOT PRESENTING A HEALTH HAZZARD? WHAT IS BEING DONE TO MITIGATE THIS ISSUE?

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2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name DAVID GABBARO  
Address 2555 NASSAU LANE  
FT LAUDERDALE, FL 33312  
Email Address GABBAROS@MAC.COM  
Meeting Location SIGNATURE GRAND

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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- |  |  |
|--|--|
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| <input type="checkbox"/> East Flow                                   | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow                        | <input type="checkbox"/> Overflights related to the new south runway             |
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Where do you live?

- |  |  |
|--|--|
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I LIVE IN LAUDERDALE ISLES —  
WHEN THE WINDS ARE FROM THE WEST THE  
FLIGHTS ON THE NORTH RUNWAY TURN AFTER  
TAKE-OFF AND PASS OVER OR NEAR MY HOME.  
WHEN THE WINDS ARE FROM THE EAST FLIGHTS  
LANDING ON THE NORTH RUNWAY PASS TO  
THE SOUTH OF MY HOME (THEY ALSO LINE  
UP OVER WESTERN BROWARD COUNTY AND  
MAINTAIN A DIRECT FLIGHT PATH)

THIS SEEMS LIKE AN EASY FIX — FAA  
DIRECTS FLIGHTS TO NOT TURN TO THE NORTH  
IMMEDIATELY AFTER TAKE OFF TO THE WEST.

SAVE YOUR MONEY ON THE STUDIES AND  
"PUBLIC OUTREACH"  
SIT DOWN WITH THE FAA NOW AND CORRECT  
THE PROBLEM

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2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name Richard Laboon  
Address 2460 Cat Cay Ln  
FTL FL 33312  
Email Address richlaboon@mac.com  
Meeting Location S.G.

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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## Comment Form

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This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
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## 11/2/17 Comments by Dick Cahoon on FAA's Part 150 Noise Study

(RICHARD)

Prior to the South runway, Airline arrivals and Departures from and to the west for many years travelled from the everglades straight to the runway. We were never bothered and still are not bothered by arrivals from the west, which line up with the runway and are always south of I-595. Departures were noisy at times, and had I known how noisy, I would not have bought a home here.

However, it was nothing compared to the horror of the intrusive noise after the drastic change in operations following the opening of the 2nd runway. The FAA started having west departures turn sharply and immediately to the north so the planes flew close to and sometimes over our houses. The FAA changed the departures without notice or explanation, without public comment, and without a study such as a Part 150 study. The FAA refuses to change departures back to the way they were for decades, ruining our quiet enjoyment of our property and blasting noise sometimes so bad that we cannot hold a conversation outside on our lawn or patio or even inside or even inside with windows closed.

Also, planes prevent sleep from before 6 am to late at night, until 11:30 and sometimes after midnight. This directly DIMINISHES OUR HEALTH. At least 4 out of 5 health professionals will tell you the average person, especially those age 70 or more like me and my wife, needs more sleep than that, or we will suffer the consequences of shortened life, diminished quality of life and many other health hazards.

The solution for our neighborhood is incredibly simple. Go back to departures straight out toward the everglades to the west until at least 3 miles to US 441 before turning north. There is no reason to turn north. We have been lied to about the reasons, ignored, and been given bogus reasons for the change in flight direction. Flying over a residential area is outrageous when flights could continue the historic direction to the west over areas that are mostly natural, commercial, industrial, or transportation corridor of I-595.



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954-359-6100

Comment Form

First and Last Name CeystaO Townsend  
Address 2684 Key Largo lane  
Fort Lauderdale 33312  
Email Address ~~ceysta@ceysta.com~~ MeadowsAndHawls@comcast.net  
Meeting Location Signature Grant

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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I feel there should be some "noise control" assistance to the residential homes that are disturbed by air flow. There is a reduced quality of life for residents

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*





**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International**  
**Airport**  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

**Comment Form**

First and Last Name Barbara Hue

Address 1406 Scott St, Hollywood FL 33020

Email Address huebarb@aol.com

Meeting Location Signature Grand

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |   |
|---|---|
| <input type="checkbox"/> Arrivals                         | <input type="checkbox"/> Early morning operations                     |
| <input type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                         |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                      |
| <input type="checkbox"/> West Flow                        | <input type="checkbox"/> Overflights related to the new south runway  |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |   |  |
|---|--|
| <input type="checkbox"/> Dania Beach                            | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)          | <input type="checkbox"/> Cooper City       |
| <input type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood                              | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie                                  | <input type="checkbox"/> Other _____       |



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Please increase enforcement re cars that are parking alongside the road, under the runway & overpasses...

Not only do these cars present traffic hazards as they pull in and out unexpectedly, especially at night and/or when it's raining, some park at night with their lights on and result in confusion regarding the traffic pattern.

Additionally, ~~the~~ allowing vehicles to park at will, regardless of no parking signs, presents a National security issue. Cars, trucks & vans can be loaded with explosives and parked under operating runways near the ~~at~~ airport, sea port, gas tanks, etc. There are other possible scenarios that could be operationalized using the loose "parking" areas as meet-up points. Please be more serious about this parking issue.

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**Comment Form**

First and Last Name

*David Townsend*

Address

*2684 Key Largo Ave, Ft. Lauderdale 33312*

Email Address

*hippycat@comcast.net*

Meeting Location

*Signature Grant*

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| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow             | <input type="checkbox"/> Overflights related to the new south runway             |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

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I am extremely disappointed that air traffic to the West of FLL has been routed almost over my home and sometimes even over and north of me. We cannot have a conversation or hear TV or music as planes take off to the west of FLL.

Why is the noise burden all relegated to those of us who live North and West of FLL?

Our peace and calm is gone when the wind is to the West. Our property values will go down. Why do we alone have this burden?

We need to adjust the flight path to the South to where it used to be prior to the new runway.

Residents of Dania Beach were given sound resistant roofs and hurricane windows. We also have the noise. Seems cheaper to change the flight path than bay windows and roofs which I would want minimum 10 other changes.

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## Comment Form

First and Last Name Donna Coske

Address 2131 SW 114<sup>th</sup> Ave  
DAVIE FL 33325

Email Address \_\_\_\_\_

Meeting Location SIGNATURE GRANT

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I'M NOT SURE THE PURPOSE OF THIS SINCE THE  
STUDY CANNOT FIX THE ISSUES— WHY BOTHER.  
STATION 5 WAS THE MOST RELEVANT AND DREW  
A CROWD — I COULD NOT APPROACH TO HEAR. MOST  
OTHERS HAD NOTHING TO DO.  
IF THE PLANES COULD TRACK CLOSER TO THE  
HIGHWAY AWAY FROM SINGLE FAMILY AREAS THAT  
WOULD HELP. FOLKS IN APTS TEND TO BE INSIDE.  
WE ARE NEGATIVELY IMPACTED WHEN WE TRY TO  
ENJOY OUR POOL, PATIO, & DURING THE COOLER  
MONTHS WHEN OUR WINDOWS ARE OPEN.  
WE HOPE THIS DOES NOT GET WORSE AS PROPERTY  
VALUES WILL BE AFFECTED AS WORD GETS OUT.

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## Comment Form

First and Last Name Benjamin Acher  
Address 500 Three Islands Blvd. #326  
Hallandale, FL, 33009  
Email Address griffinfg94@gmail.com  
Meeting Location Signature Grand

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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| <input type="checkbox"/> Hollywood                              | <input type="checkbox"/> Weston                                   |
| <input type="checkbox"/> Davie                                  | <input checked="" type="checkbox"/> Other <u>Hallandale Beach</u> |



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In Consideration for all citizens of Fort Lauderdale and surrounding areas, I believe it is vital to take into affect flight schedules to arrive and/or depart surpass 2200 and prior to 0700. It is bad for the health of all persons who work long hours to lack sleep because "The FAA said so," or due to the high demand of people wanting to travel in those hours. I am a strong believer that if we shut down the airport between those times at all, it will benefit the lifestyles and health of all beings.

P.S. Winston from the Broward Aviation Dept. is very knowledgeable and deserves a raise!!

P.P.S. Wonderful Event. Thank You !!!

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954-359-6100

Comment Form

First and Last Name Bob Leonard  
Address 2442 Sugarloaf Lane  
Ft. Lauderdale 33312  
Email Address leonardbob@att.net  
Meeting Location Signature garage

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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Where do you live?

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1. Critical to take into account deviations, not just average

ways were westerly headings  
changed from 270-275 to more  
northerly

why not change back?  
it had been working

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## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: Bob Leonard 2442 Sugarloaf Ln, Ft. Land. 33312  
My email address: leonardbob@att.net

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways. *were we lied to?*

2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".<sup>1</sup> This is not being complied with.

3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".<sup>2</sup> [emphasis added].

4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.<sup>3</sup>

5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>

6. These new departures were implemented with no public input from our community.

**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
- Numerous departing flights on the north runway are still assigned the 275 heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation
- As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.
- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup> Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

<sup>2</sup> Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

<sup>3</sup> EIS 2008: Appendix H, Page H.1-6 TM29

<sup>4</sup> Miami ATCT and Fort Lauderdale ATCT letter dated August 3, 2015. Also states, Page 3, "the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].



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**Comment Form**

First and Last Name Douglas Bushey

Address \_\_\_\_\_

Email Address adaft@yahoo.com

Meeting Location Signature Grand, Davie

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Where do you live?

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| <input type="checkbox"/> Davie                                  | <input type="checkbox"/> Other <u>Pembroke Pines</u> |





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The presentation provided at Signature Grand, Davie, was spectacular. The model not only demonstrated the extensive research put into the project, but also amplified the steps that will be taken in order to minimize the problem. Winston, one of the specialists, happily went into great detail when explaining the project. His enthusiastic attitude made it a very pleasurable experience. Thank you all for this amazing opportunity.

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## Comment Form

First and Last Name Charlotte Rodstrom  
Address 66 Nurni Dr  
Ft Lauderdale, FL  
Email Address Cerodstrom@aol.com  
Meeting Location Synature Grand

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☒ Arrivals

☐ Departures

☐ East Flow

☒ West Flow

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Where do you live?

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☐ Hollywood

☐ Davie

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☐ Other \_\_\_\_\_

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This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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My Name & Address:

Charlotte Rodstrom 66 Nurni Dr.

My email address:

cerodstrom@aol.com

*Friend of*

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3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".<sup>2</sup> *[emphasis added]*.
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5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>
6. These new departures were implemented with no public input from our community.

**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
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- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup> Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

<sup>2</sup> Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

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AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name Tanner Lake  
Address 2882 East orchard circle, Davie, FL. 33328

Email Address flake22@ymail.com

Meeting Location Davie, "Signature Grand"

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Arrivals              | <input type="checkbox"/> Early morning operations                     |
| <input checked="" type="checkbox"/> Departures            | <input checked="" type="checkbox"/> FAA airspace changes              |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                      |
| <input type="checkbox"/> West Flow                        | <input type="checkbox"/> Overflights related to the new south runway  |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |   |  |
|---|--|
| <input type="checkbox"/> Dania Beach                            | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)          | <input type="checkbox"/> Cooper City       |
| <input type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood                              | <input type="checkbox"/> Weston            |
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## Comment Form

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Thank you for all of the information provided, it was interesting to learn of all the details and extensive process of a noise study. As an aviation student, I'm pro-airport so I have no complaints or concerns, and love air traffic, but I am also a resident of Davie where I see many flights starting their final approach. It's nice to know so much thought and research goes into studies regarding the public. ♥

from Broward Aviation Department  
P.S. Winston really knew his stuff and was knowledgeable about every subject of our questions. He was great!

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*





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Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name Dirk Lowry  
Address 2512 Rimini Lane Ft. Lauderdale 33311  
President Lauderdale Isles Civic Imp. Assoc.  
Email Address flowry137@comcast.net  
Meeting Location Sig. Assoc

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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|---|--|
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| <input checked="" type="checkbox"/> Departures            | <input checked="" type="checkbox"/> FAA airspace changes                         |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow             | <input type="checkbox"/> Overflights related to the new south runway             |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
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*Please note: All comments may be made publicly available.*

Dirk Lowery  
Signature Grand

#### Part 150 Comments

Our neighborhood has become **severely** impacted by unbearable aircraft noise and constant overflightssince the departure procedure for the North runway changed. We were told by officials of BCADand the FAA that the change from 270 degrees to 285 degreeswas necessary for safety reasons for simultaneous departures from the South and North runways. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. Page 6C-20 of the EIS 2008 states: "Runway 9L/27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation **during simultaneous departures**". [emphasis added]

Note that based on the Miami Air Traffic Control Tower (ATCT) and Fort Lauderdale ATCT letter dated August 3, 2015, Page 3, the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].

There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document. ALSO these new departures were implemented with no public input from our community and the EIS 2008 does not address the noise levels over our community if new departure procedures are implemented. As a matter of fact, there was only one noise reading taken, see Appendix H, Page H.1-6 TM29 during the EIS 2008 for an arrival on Tortugas Lane.

Also, on August 3, 2015, Kent George stated in his letter to the mayor of Fort Lauderdale, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)". **THIS IS NOT WHAT HAPPENS IN REALITY!!! Airplanes start turning while they even do not reach the end of the runway.**

To conclude, the airplanes fly over our homes when there is no simultaneous departure. Airplanes make turns before they even reach the end of the runway. Airplanes take off very frequently on 290 heading from the South and North runways, which suggests that they are staggered. Since the departures are staggered on 290 headings why are they not staggered on 275 headings?

Above all, as we repeated from the beginning, we need a waypoint directly west on each runway at the Turnpike in order to avoid airplanes turning prematurely right over our homes.

  
Pres. Fort Lauderdale Isles Civic Trapp Assoc.



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954-359-6100

Comment Form

First and Last Name Vince Baumert

Address 20430 Cat Cay Ln

Email Address vincebaumert@hotmail.com

Meeting Location Signature Grand

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |  |  |
|--|--|
| <input type="checkbox"/> Arrivals                                    | <input type="checkbox"/> Early morning operations                                |
| <input type="checkbox"/> Departures                                  | <input type="checkbox"/> FAA airspace changes                                    |
| <input type="checkbox"/> East Flow                                   | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow                        | <input type="checkbox"/> Overflights related to the new south runway             |
| <input checked="" type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)                     | <input type="checkbox"/> Cooper City       |
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| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |

## Comment Form

Please use the space below to provide your comments regarding the 14 CFR Part 150 Study at Fort Lauderdale-Hollywood International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

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Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*



## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: Vince Baumer 2430 Cat Cay Lane  
My email address: Vincebaumer@hotmail.com

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways.
2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".<sup>1</sup> This is not being complied with.
3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".<sup>2</sup> [emphasis added].
4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.<sup>3</sup>
5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>
6. These new departures were implemented with no public input from our community.

**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
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- As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.
- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup> Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

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954-359-6100

## Comment Form

First and Last Name Sean Osley  
Address 2429 Cut City Ln  
Ft Laud 33312  
Email Address Captsean02@aol.com  
Meeting Location Signature Grand

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- |   |  |
|---|--|
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Where do you live?

- |  |  |
|--|--|
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My Name & Address: Sean Osley 2429 Gt Cay Ln Ft. Lauderdale, FL 33312  
My email address: Captsean02@aol.com

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954-359-6100

## Comment Form

First and Last Name RICHARD CAHILL  
Address 2460 Cat Cay Ln  
Ft Lauderdale, FL 33312  
Email Address richprop@mac.com  
Meeting Location Signature Grand

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Where do you live?

- |  |  |
|--|--|
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## Noise Averaging Nonsense

Regarding the study's consideration of noise averaging, it would be helpful to ask whether a low average would make up for a violent wake up by even one plane at 5:54 am.

Or,

How would someone like an average of only one air horn blast daily from his neighbor, even though the average noise level for the day would be much lower.

Or,

How many days of no activity would be required to average away the pain level following a pulled tooth without anesthesia? Or to average away the noise from the screams resulting from such pulled tooth?

Or,

How can the study talk about noise average when the sound is not averaged for our ears. Rather, our ears are ASSAULTED for 30 seconds or longer during westerly departures that veer north from 275 heading, followed by silence until the next air assault. The next assault often occurs within one or two or so minutes, and sometimes we get some relief for several minutes between noise assaults.

THE POINT IS AVERAGING IS ABSURD.

Averaging is just another of the many ways the faa tries to use to distract from the noise imposed by its narrow focus on airplane departures without regard to the tragedy on the ground.

When we cannot hear ourselves think, let alone talk or hear at times when planes are overhead.



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## Comment Form

First and Last Name MARY AYERS  
Address 2501 CAT CAY LANE  
FT. LAUDERDALE, FL 33312  
Email Address mary@agenterprises.com; deepbluediver229@hotmail.com  
Meeting Location Sign. Grand.

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |  |   |
|--|---|
| <input type="checkbox"/> Arrivals                                    | <input type="checkbox"/> Early morning operations                               |
| <input type="checkbox"/> Departures                                  | <input type="checkbox"/> FAA airspace changes                                   |
| <input type="checkbox"/> East Flow                                   | <input type="checkbox"/> Frequency of operations                                |
| <input checked="" type="checkbox"/> West Flow                        | <input checked="" type="checkbox"/> Overflights related to the new south runway |
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Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
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| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |

Ⓢ See Attached



AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

Please use the space below to provide your comments regarding the 14 CFR Part 150 Study at Fort Lauderdale-Hollywood International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

We live in Lauderdale Isles. The flights that come in between 10p - 6a constantly wake my husband & I up. Lately, 3am is the chosen time for planes to fly right over our house and wake us up.

I have had to take our 4 guinea pigs (yes, you read that right) to the vet due to their behavioral changes due to the plane noise affecting their normal sleep schedule.

Not only are my husband & I sleep deprived but our guinea pigs are too!

Pollution: coming out every morning to my car, pool, patio furniture covered in this black "stuff" is less than stellar. The fact that we have to breath in this "stuff" is unacceptable.

The current flight patterns constantly disrupt us and negatively affect the quality of life for not only us, but our entire neighborhood of Lauderdale Isles.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

Please note: All comments may be made publicly available.

ⓧ See Attached

## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: Mary Ayers- 2501 Cat Cay Lane, Fort Lauderdale, FL 33312

My email address: deepbluediver229@hotmail.com

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways.
2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".<sup>1</sup> This is not being complied with.
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5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>
6. These new departures were implemented with no public input from our community.

**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
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- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup>Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

<sup>2</sup>Environmental Impact Study 2008, Page 6C-20: "Runway 9L/27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

<sup>3</sup> EIS 2008: Appendix H, Page H.1-6 TM29

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## Comment Form

First and Last Name Thierry Richter  
Address 2636 Nassau Ln  
Ft. Lauderdale FL, 33312  
Email Address terichter@comcast.net  
Meeting Location Signature Grand

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Please see attached form

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2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*

Thierry  
Richter

2016.07.21 09:34 PM

**From:** terichter [mailto:terichter@comcast.net]  
**Sent:** Thursday, July 21, 2016 9:34 PM  
**To:** Ryan, Tim <TRYAN@broward.org>; Carter, Kristin <KMCARTER@broward.org>; felicia.goldstein@mail.house.gov  
**Cc:** Angelina Pluzhnyk <lina@chyden.net>; Geoff Rames <grames.llicia@gmail.com>; Dirk Lowry <dlowry137@comcast.net>  
**Subject:** LICA (Lauderdale Isles) FLL noise solutions

Mr. Ryan

I assume that you are up to your ears addressing the airport noise concerns of the Lauderdale Isles and surrounding neighborhoods.

As per your request after our brief conversation at the last neighborhood meeting, I'm not writing to complain, but to enlighten you on some solutions and misconceptions about the noise issues.

I am a Captain for a major airline and have flown in and out of South Florida for 30+ years. I have consulted acquaintances from both MIA and FLL ATC. The solutions are quite simple if not for the bureaucracy of the FAA.

#### SOLUTIONS

We are told that the 290° heading is necessary to maintain 15 degrees of separation for flights departing both runways simultaneously. Other airports across the country accomplish separation by staggering departures. This could easily be accomplished at FLL.

#### -Staggered departures

3miles in trail is normal separation for departing aircraft with the exception of large "heavy" aircraft which account for only a few of the daily departures. Using staggered departure procedures and a runway heading of 275° on the north runway and a 275-290° for the south runway will only add 15-20 seconds more than simultaneous departures. With the exceptions of peak departure times, most departures are ALREADY staggered, however they are still assigned a 290° on the north runway, taking them directly over the Lauderdale Isles.

#### -3 mile and/or 3000ft restriction

When assigning north runway departures a 275° heading and restricting any turns until reaching 3 miles and/or 3000 feet would keep departing aircraft over industrial and clear of the Lauderdale Isles. This restriction would assure a distance and altitude that would drastically reduce the noise levels to pre expansion levels while causing a MINIMAL (10 second) delay on the northbound turn.

Thierry  
Richter

#### MISCONCEPTIONS

-FAA (or anyone else) comments that "Rogue" pilots are to blame are ignorant comments. Flying a heading is the most basic of all pilot skills. Not to mention that a pilot can be violated for deviating. Many pilots are using autopilots (which cannot deviate) and/or flight directors.

-People are confused about "Heading" and "Track". Runway heading does not account or correct for wind. A south wind of 20Kts will push an aircraft even further to the north over the neighborhood. Track adjusts for that south wind. A Track requires a fix (longitude/latitude) off the end of the runway that the aircraft flies to.

-Magnetic Variance is an insignificant change to magnetic heading and is or shouldn't even be part of the discussion or an excuse for the new (290°) heading. Its a sound bite. It has only changed 1° in my 38 years of flying.

Respectfully

Thierry Richter  
(Volunteer noise committee member)

Sent from my Verizon Wireless 4G LTE Tablet

Under Florida law, most e-mail messages to or from Broward County employees or officials are public records, available to any person upon request, absent an exemption. Therefore, any e-mail message to or from the County, inclusive of e-mail addresses contained therein, may be subject to public disclosure.



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## Comment Form

First and Last Name Neil Rubin  
Address 2501 Cat Cay Ln.  
Fort Lauderdale FL 33312  
Email Address neil@A.Q.P. Enterprises  
Meeting Location Signature Grand

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Where do you live?

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| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |

*SG Attaches*



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Living in Lauderdale Isle and be Awakened  
By low flying planes: starting almost nightly  
from 10:00 pm - Can't hear T.V. with all  
windows closed! Disturbs our pets all  
night long! Then, from approx 3 AM  
thru morning very loud take-offs,  
waking us up nightly! Also noticed even  
in perfect weather, the hard starboard  
turn at low level directly over house.  
No wind or rain involved.  
Our pool has a salt cover - when there's  
nightly activity, there's small black  
substances all over the cover. We have  
to breathe that, too.  
Seems to have gotten way worse and  
we only moved here in August 2016.

SEB Attacker

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

Please note: All comments may be made publicly available.

## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: Neil Rubin- 2501 Cat Cay Lane, Fort Lauderdale, FL 33312

My email address: skaterny1@hotmail.com

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

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## Comment Form

First and Last Name Anker Pearce

Address 2431 Whale Harbor Lane

Email Address \_\_\_\_\_

Meeting Location Signature Grand

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I HAVE NO FAITH IN THE  
PART 150 program.

I HAVE NO FAITH IN BCAD  
they will be told to suck it and  
they will. They have no choice.

THE 150 Study will be done and  
the FAA will wipe their backside  
with it. The FAA will do what when  
and how.

Who is going sue, stop, or control the FAA

Certainly not some little rat shit City Commission  
of Fort Lauderdale, and certainly not theupid  
County Commission, we are FUCKED.

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Comment Form

First and Last Name LOUIS ALLISTAIR DE VERTEUIL  
Address 2649 NASSAU LANE, FORT LAUDERDALE,  
33312  
Email Address LAADDEV@BELL SOUTH.NET  
Meeting Location SIGNATURE GRAND.

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My Name & Address: LOUIS ALLISTAIR de VERTEUIL  
My email address: LAADDEV@BELLSOUTH.NET

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- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup>Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

<sup>2</sup>Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

<sup>3</sup> EIS 2008: Appendix H, Page H.1-6 TM29

<sup>4</sup> Miami ATCT and Fort Lauderdale ATCT letter dated August 3, 2015. Also states, Page 3, "the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].





AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

Comment Form

First and Last Name JOAN Smith  
Address 2661 KEY LARGO LN Ft LAUDERDALE FL 33312  
Email Address JOANSMITH2661@GMAIL.COM  
Meeting Location \_\_\_\_\_

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |  |
|---|--|
| <input type="checkbox"/> Arrivals                         | <input type="checkbox"/> Early morning operations                                |
| <input checked="" type="checkbox"/> Departures            | <input type="checkbox"/> FAA airspace changes                                    |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow             | <input type="checkbox"/> Overflights related to the new south runway             |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)                     | <input type="checkbox"/> Cooper City       |
| <input checked="" type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |





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I have lived in Lauderdale isle for 20 years  
and airport noises were never a problem until  
2-3 years ago. Now when we have wind out of the  
west the planes fly low over our neighborhood  
of flying out over 595 then turn north when  
they are still low and make window rattling noise  
this can be fixed by keeping them over 595 &  
not allowing a turn until over the everglades  
② Alternating takeoffs from N & S runways if necessary  
to do #1  
it will be a lot cheaper to do this than noise  
apatement measures if it comes down to that.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

Please note: All comments may be made publicly available.



AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

Comment Form

First and Last Name GARY LUEDTKE  
Address 4461 SW 34 DRIVE  
DANIA BEACH FL 33312-5513  
Email Address GLUEDTKE C GMAIL.COM  
Meeting Location ANNE KOLB & SIGNATURE GRAND

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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- |   |   |
|---|---|
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| <input checked="" type="checkbox"/> East Flow             | <input type="checkbox"/> Frequency of operations                                |
| <input type="checkbox"/> West Flow                        | <input checked="" type="checkbox"/> Overflights related to the new south runway |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway           |

Where do you live?

- |   |  |
|---|--|
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| <input type="checkbox"/> Hollywood                              | <input type="checkbox"/> Weston            |
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- WHO IS THE DANIA BEACH CHAMBER OF COMMERCE TAC MEMBER?
- NOISE MONITOR TOTAL EVENTS 4TH QUARTER OF '16 CONCLUDE THAT THE GRIFFIN CORRIDOR, ADJACENT WEST OF THE SOUTH RUNWAY GETS 84%
- THE CITY OF DANIA BEACH, ADJACENT WEST, SOUTH, & EAST OF THE SOUTH RUNWAY GETS 95%
- Please prioritizing all your considerations accordingly!
- 4TH QUARTER '16 WAS EAST FLOW 80%, WEST FLOW 12.7%
- FLL 2016 OPERATIONS WERE :  
91,000 SHORT OF THE FORECAST BASIS FOR RUNWAY EXPANSION  
MOST EQUAL TO PRIOR YEAR 1999  
FORECASTED '16 OPERATIONS NOW EXPECTED TO BE REACHED  
IN (TERMINAL AREA FORECASTED) 2035.  
THE AVAILABLE/UNUSED CAPACITY IS THE BASIS FOR  
150 INSTITUTING PREFERENTIAL RUNWAY USES  
& RESTRICTIONS ATTACHED HERETO:

- 1a. Restrict, meaning prohibit unless having good reason, western arrivals to the south runway.  
No change, continuing south runway western departures, & full eastern arrivals & departures.
- 1b. Dedicate the north runway to all arrivals, from either direction; & south runway to only departures.
- 1c. Limit the main runway to western operations (arrivals & departures), & the south runway to eastern usage.
2. Designate the north runway the PREFERRED, used exclusively till it reaches capacity.
3. Heftily financially-penalize pilots & / or their airline, for flagrant violations of the published guidelines regarding time, altitude & / or noise. Annually distribute the proceeds equally to owner-occupied homes in the existing 65 DNL.
4. CLOSE, via lights-out, the south runway by Tower Order from 9p - 9am (as it was, 10p - 7am, from '95 to 2013).
5. Mandate that everyone involved, from city & county commissioners, FLL management, airline representatives & pilots who use the south runway, Part 150 staff & TAC members, FLL's Noise Abatement Committee, & Dania's Airport Advisory Board; visit Dania Cove Park, a couple blocks north of Griffin on 25th Terrace, to experience the actual effects on the surrounding homes.  
IF TRUMP CAN GO TO PUERTO RICO, WE CAN GO THE MILE.





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**Airport**

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**Comment Form**

First and Last Name Kenneth L. Caccavale

Address 2524 Andros Lane

Email Address klcaccavale.mt@nyc.rca.com

Meeting Location Signature Grand

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- |  |  |
|--|--|
| <input type="checkbox"/> Arrivals                                    | <input checked="" type="checkbox"/> Early morning operations                     |
| <input checked="" type="checkbox"/> Departures                       | <input checked="" type="checkbox"/> FAA airspace changes                         |
| <input type="checkbox"/> East Flow                                   | <input checked="" type="checkbox"/> Frequency of operations                      |
| <input checked="" type="checkbox"/> West Flow                        | <input type="checkbox"/> Overflights related to the new south runway             |
| <input checked="" type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
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West bound flights veering North over  
Lauderdale Isles community - noise very disruptive

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*



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954-359-6100

## Comment Form

First and Last Name Lynn Cahoon

Address 2460 Cat Cay Ln

Ft Lauderdale 33312

Email Address lynncahoon@mac.com

Meeting Location Signature Grand

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- |   |  |
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| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
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See attached.

The only change we need is for westerly departures to go back to the 275 heading, as they did prior to the opening of the south runway.

With the 290 heading, planes go directly over our homes, creating unbearable noise, even in early morning and late-night hours.

There is enough distance (according to airline pilots on our community's Noise Committee) for "separation" by degrees to not be an issue.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*

From: **DICK CAHOON** bchprop@mac.com  
Subject: 150 comments  
Date: November 6, 2017 at 3:11 PM  
To: Lynn Cahoon lynncahoon@mac.com



### Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: \_\_\_\_\_

My email address: \_\_\_\_\_

*Lynn Cahoon*  
*lynncahoon@mac.com*

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways.

2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached [standard departure for FL1]".<sup>1</sup> This is not being complied with.

3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".<sup>2</sup> *[emphasis added]*.

4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Fortugas Lane.<sup>3</sup>

5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>

6. These new departures were implemented with no public input from our community.

**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
- Numerous departing flights on the north runway are still assigned the 275 heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation
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**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup> Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

<sup>2</sup> Environmental Impact Study 2008, Page 6C-20: "Runway 9L/27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15 degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

<sup>3</sup> EIS 2008: Appendix H, Page H 1-6 T4429

<sup>4</sup> Miami ATCT and Fort Lauderdale ATCT letter dated August 3, 2015. Also states, Page 3, "the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic]."



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954-359-6100

## Comment Form

First and Last Name Carolyn Edelstein  
Address 2490 Andros Ln  
Ft Land 33312  
Email Address carolyn edel@yaho.com  
Meeting Location Signature Grand

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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- |  |  |
|--|--|
| <input type="checkbox"/> Arrivals                                    | <input type="checkbox"/> Early morning operations                                |
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- |  |  |
|--|--|
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This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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### Comment for the BCAD Part 150 Study

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My Name & Address: CAROLYN EDELSTEIN  
My email address: carolynedel@yahoo.com

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

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**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

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My Name & Address:

Terry Rhoades, 2607 Gulfstream Ln, Fort Lauderdale, FL 33312

My email address:

Terry@LastNet.com

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**Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.**

<sup>1</sup> Letter from Kent George to Mayor Jack Sellar, August 3, 2015.

<sup>2</sup> Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

<sup>3</sup> EIS 2008: Appendix H, Page H.1-6 TM29

<sup>4</sup> Miami ATCT and Fort Lauderdale ATCT letter dated August 3, 2015. Also states, Page 3, "the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].

outdoor area unusable when takeoffs are to the way  
noise inside house is terrible. cannot carry on conversation

## Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: Valerie Rhoades 2607 Gulfstream Ln. Ft. Lauderdale, FL  
My email address: valerie @ lastnet. com 33312

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways.
2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".<sup>1</sup> This is not being complied with.
3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".<sup>2</sup> [emphasis added].
4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.<sup>3</sup>
5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup>
6. These new departures were implemented with no public input from our community.

**HOWEVER**, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
- Numerous departing flights on the north runway are still assigned the 275 heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation
- As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.
- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

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We are unable to enjoy any quality of living indoors or outdoors at our home as a result of this change in flight path. We were never consulted about the change.

## Comment for the BCAD Part 150 Study

Thurs  
Signature Grant



I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: Tom Ferland 2636 Maratha Ave, Ft. Land 33312  
My email address: farfela78@bellsouth.net

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

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Public Information Workshop for Part 150  
Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport

"Attendee Comments"

Signature Grand  
6900 FL-84  
Davie, FL 33317

November 16, 2017  
6:00 p.m. - 8:30 p.m.

1 Thereupon, the following proceedings were had:

2 MS. NICHOLS: S-A-R-A Nichols, N-I-C-H-O-L-S.

3 1993 I moved into my house at 2637 Okeechobee  
4 Lane. Planes do take off and land westwardly,  
5 which is normal because of wind and take off  
6 patterns. The runways have not moved. And now  
7 in the last two and a half years somebody in  
8 Miami, because it's not the Fort Lauderdale  
9 tower, it's Miami -- Miami -- I'm sorry. I just  
10 totally forgot what I wanted to say.

11 Anyway, Miami tower says where they're going  
12 to go. And so when they take off to the west  
13 they are now flying over Nassau, Okeechobee,  
14 Sugarloaf, and they are not heading west on the  
15 heading that the FAA shows on their plats that  
16 they are supposed to take off on. They are  
17 supposed to take off due west at, I want to say  
18 275, but it would be 285 degrees. They take off,  
19 but they are supposed to, stay at that heading  
20 until 3,000 feet or three miles. You're not  
21 getting my hand gestures, I guess.

22 Anyway, now they veer to the north which  
23 takes them off low right over about four lanes.  
24 And from what I have heard, the noise -- the  
25 noise thingies, the noise monitoring devices, are



1 way further east and it has no bearing on  
2 anything. And we are in a situation where the --  
3 nobody is listening. I have also read articles  
4 about Phoenix, Arizona, where they've had the  
5 same problem and they are getting nowhere.

6 So I feel like, yes, I'm going to come and do  
7 this because it's affecting the quality of my  
8 life, the property value, which is like  
9 everything else in government, we are -- we have  
10 no say. That's it.

11 MS. MACINTYRE: Heather MacIntyre, M-A-C,  
12 capital I, N-T-Y-R-E.

13 So I moved into Lauderdale Isles three years  
14 ago. I made sure before we moved in the planes  
15 did not fly over that house at all, at all.  
16 There were no issues and there weren't for almost  
17 a year, no issues. Then it started and they go  
18 directly over our house, directly. And sometimes  
19 they'll start at 5:30 in the morning and  
20 sometimes they go on until 1:30 in the morning.  
21 I can file complaints every 30 seconds to a  
22 minute. It's out of control. You can't enjoy  
23 being outside at all. Inside, with impact  
24 windows, you still have to have the volume of the  
25 TV on high. You have to talk in loud voices.

1 It's ridiculous. I'm trying not to cuss. I'm  
2 trying very hard not to cuss.

3 A couple months ago I did sit in on a meeting  
4 to listen and they were talking about the noise  
5 monitor being on, I think, Duck Key and  
6 Riverland, way off of where these planes are  
7 actually coming across. And I would be more than  
8 happy to have them put that noise device in my  
9 yard. I have no problem with that so that they  
10 can see. They can come over and try and have a  
11 nice little cocktail outside. It's impossible.

12 So, yes, I wanted to come and air it out. I  
13 mean, I've gotten to the point that I'm cussing  
14 in those complaints.

15 MS. NICHOLS: And they don't respond. They  
16 don't respond to our complaints.

17 MS. MACINTYRE: Asking for an e-mail response  
18 or a phone call, I've never gotten one. I didn't  
19 get receipts for I don't know how long that I was  
20 sending out the complaints. So they finally  
21 compiled them and sent them in one e-mail of  
22 about 6 to 800 complaints that I had filed and  
23 now I'm well over 2,000.

24 MS. NICHOLS: But they don't respond to the  
25 complaints. They just send you an e-mail that,

1       yes, we've received it. But they don't -- even  
2       though you ask for a call or an e-mail response,  
3       they don't do that.

4             MS. MACINTYRE: Yeah, you just get an e-mail  
5       receipt. So I'm not feeling like they're  
6       listening.

7             MS. NICHOLS: They're not.

8             MS. MACINTYRE: So I wanted to come here and  
9       finally a meeting where we can actually speak up.

10       Thank you.

11            MS. NICHOLS: You can add this to hers  
12       because she'll say the same thing.

13       We both got critical comments from our --

14            MS. MACINTYRE: No, I'm not going to -- no,  
15       no.

16            MS. NICHOLS: I am.

17            MS. MACINTYRE: All right. Go back to Sara.

18            MS. NICHOLS: You can go back to me.

19       We both -- I got critical comments from Next  
20       Door saying, what do you mean you can't come to  
21       this meeting and talk? Of course you can. And I  
22       said, no, that's not what your post in Next Door  
23       said. It said fill out this form.

24            MS. MACINTYRE: It said they advised to fill  
25       out the form first.

1 MS. NICHOLS: And I said, no, I want to come  
2 and be heard as a 22-year property owner whose  
3 quality of life is (indicating).

4 And it's the FAA that isn't listening.  
5 Broward County isn't either. But -- because I  
6 know that there were complaints years ago when  
7 easterly -- east taking off planes were sort of  
8 veering quickly to the north, so all of Harbor  
9 Beach, Rio Vista, they were complaining. And  
10 because that they're really wealthy neighborhoods  
11 and they have a better relationship with their  
12 representatives, the representatives made much  
13 more of a complaint and big deal out of it and  
14 the planes took off -- they were -- their routes  
15 were then back to what they were supposed to take  
16 off, not veering north. But because we're not a  
17 wealthy neighborhood, and I hate to say it that  
18 way, but it is true, they're just ignoring us.  
19 And it happens -- not here, it's happened in  
20 other parts of the United States. Thank you.

21 (Whereupon, a recess was had.)

22 MR. FERLAND: Tom Ferland, F-E-R-L-A-N-D.

23 And I guess my biggest complaint is, how in  
24 the world can they make a decision to fly over  
25 our houses overnight or over the weekend or

1       however quick it happened and it takes years to  
2       undo it? Why they can't just go back to the way  
3       it was and pause until they work out the details?  
4       It just seems totally absurd to me.

5             You know, it's like, okay, we made a  
6       decision, it's obviously ruined a lot of people's  
7       lives and we can't put it on hold and we've just  
8       got to sit here and put up with all this noise  
9       and craziness and wait for years.

10            I mean, we watch the planes. We hear one  
11       over our head, we look to the south, there's no  
12       plane on the south runway and yet the guy is  
13       turning right. There's no storms. There's no  
14       logical reason he can't just go a little further  
15       west. We had one of the controllers tell us,  
16       well, we have the traffic from Miami. Well,  
17       guess what, Miami Airport is, I believe,  
18       somewhere between three and five miles west of  
19       Fort Lauderdale. So if they're worried about  
20       those planes coming north, they're coming north  
21       three to five miles west. So our guys have  
22       plenty of times to go west before they turn  
23       north.

24            All the facts just don't add up to what  
25       they're doing. It just seems like they're just

1       -- you know, it's like a guy revving up his car  
2       in front of your house at 7:00 in the morning.  
3       Why is he doing it? Does it benefit him? It  
4       doesn't benefit us, but we can't do anything  
5       about it. Any normal situation we would call the  
6       police and get it involved. This we just have to  
7       put up with. This it just seems totally absurd  
8       to me how this thing has been handled.

9               They keep saying it's safety, but I don't  
10       believe it has anything to do with safety. It's  
11       expediency.

12              And we talk to pilots every time we fly, we  
13       make a point to tell the pilot of the plane, do  
14       you know what you're doing to us when you guys  
15       take off to the west? They have no clue. Nobody  
16       has told them a word about that. They have no  
17       idea they're ruining people's lives. They're  
18       just following the rule that they think they're  
19       getting from the FAA. They're doing what they're  
20       supposed to do.

21              So whether it has an effect on them, if they  
22       can do something because of what they've been  
23       told, I don't know. But that's one of the  
24       avenues I'm pursuing.

25              Anything else?



1 MS. TULLY: They're starting too early  
2 according to the guy over there. He's making it  
3 sound like the air traffic control guys are in  
4 charge of that situation. Who their bosses are,  
5 FAA or someone else, I don't know.

6 But it seems to me a couple more seconds to  
7 get the elevation up before you do your bank  
8 would be a lot better for our neighborhood. And  
9 why they're going directly over our house, I have  
10 no idea. That's a quick turn. They showed me  
11 the poster over there. See that red dot over  
12 there? That's us. The red dot is our  
13 neighborhood. The blue, where it shows the  
14 concentration of the takeoffs, we're right there  
15 and the blue is the part right in the beginning.

16 There's no reason for that. A little bit  
17 more to the west, you get more elevation, it  
18 would be a lot less noise and dirt.

19 Louise Tully, T-U-L-L-Y, and we both live on  
20 Marathon Lane.

21 (Whereupon, a recess was had.)

22 MS. PRIZLEE: My name is Jill, J-I-L-L,  
23 Prizlee, P-R-I-Z-L-E-E. I live at 2607 Key Largo  
24 Lane.

25 One of my main complaints is that the planes

1 cut a corner as they depart from the airport.  
2 And because it's a 24/7 hour airport it happens  
3 during the day, during the night. And what's  
4 most frustrating is when you're home on the  
5 weekends -- I work full-time. But when you're  
6 home on the weekends or vacation days or trying  
7 to be out in the pool, when they do cut the  
8 corner, meaning they're not going over 595, the  
9 highway, they are -- it's unbearable. You can't  
10 have a conversation with somebody standing two or  
11 three feet from you. You cannot barbecue on your  
12 deck. You can't hang out in the pool without it  
13 being entirely disruptive. And at one time I was  
14 doing the phone app, you know, reporting the  
15 noise, and it got so frequent and so maddening I  
16 had to stop. The frequency of the planes were  
17 occurring, during the peak times, every minute or  
18 less than a minute. And even if they weren't --  
19 they weren't in the same path, but they were  
20 maybe deflected a couple degrees, so I would see  
21 the plane and its belly some of them are very  
22 low, would go over my neighbor's house three away  
23 or over mine and then it would go the other way,  
24 three houses to the north over mine and then  
25 three houses to the south. And it's very

1 disruptive and my -- I cannot stop the planes  
2 from arriving and departing from the airport.  
3 I'm just asking that they stay linear east and  
4 west on the same runway and maybe not turn until  
5 they get at a higher altitude.

6 And if it means that we have to write the  
7 pilots personally and each of the airlines, I've  
8 been writing them down. Okay. Today was a  
9 Virgin, this one was a Spirit. Oh, now this is  
10 an Emirates. He loves seeing -- he has been  
11 counting the engines. I mean this has been a  
12 good hobby because he has been looking them up,  
13 my son here, has been looking up all the types of  
14 planes on the Internet. And most of them are two  
15 engines, but how many have we seen with four  
16 engines? But the two engines are the most  
17 frequent. We saw two recently. The ones that  
18 are really low and they are growling as they go  
19 up.

20 But my big problem is that I expect in the  
21 evening hours, just like they have city  
22 ordinances that obey the noise levels, you're not  
23 allowed to have construction or make any noise  
24 activity between certain hours, I would just hope  
25 that the planes could do the same. That's all.

1 And, you know, when they wake up from a sound  
2 sleep, you know, it not only disturbs me, but it  
3 disturbs them. And I don't think it's fair to  
4 the kids.

5 And, honestly, if I don't see an improvement  
6 in the next year or two, we'll probably leave.  
7 And maybe we'll go back to our other area on the  
8 east side now that we know where the permanent  
9 flight plans are. When we bought it was not like  
10 this. It's worsened. It was quiet the first two  
11 years we lived there and then it got  
12 progressively worse.

13 Okay. That's all I have to say.

14 (Whereupon, a recess was had.)

15 MR. PRIZLEE: My name is Earl Prizlee. I  
16 live at 2607 Key Largo Drive in Fort Lauderdale  
17 in Lauderdale Isles.

18 And I'm here today to complain about the  
19 noise over my home, and I do not feel and what  
20 I've observed is that the planes are actually  
21 conforming to what was approved in the EIS  
22 document and I think we need to do something  
23 different and there needs to be some kind of  
24 enforcement. So I'm hoping this study will look  
25 at the current conditions and analyze the

1 traffic, the plane traffic that's happening right  
2 now and decide whether adjustments need to be  
3 made. And I also would like to understand who is  
4 enforcing the planes. When a pilot is errant,  
5 off of the path, who actually tickets him or  
6 fines him or addresses the issue of people not  
7 following EIS as approved. So that's it.

8 (Whereupon, a recess was had.)

9 (Whereupon, no other attendees volunteered to  
10 put comments on the record and the proceedings  
11 were adjourned at 8:30 p.m.)  
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**Public Information Workshops for  
Part 150 Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport**

**Comments**

**DATE: Friday, November 17, 2017**

**TIME: 6:00PM - 8:30PM**

**LOCATION: BCPS Boardroom**

**600 SE 3rd Avenue, 1st Floor, Fort Lauderdale, FL 33301**





AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

Comment Form

11-15-17

First and Last Name BARBARA MAGILL

Address 1448 SE 14th St

Ft. Lauderdale, FL 33316

Email Address Lauderdaleharbors@gmail.com

Meeting Location 600 SE 3rd Ave

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

☐ Arrivals

☒ Departures

☒ East Flow

☐ West Flow

☐ Nighttime operations (10pm -6am)

☒ Early morning operations

☐ FAA airspace changes

☐ Frequency of operations

☐ Overflights related to the new south runway

☒ Changes in flight paths for the north runway

Where do you live?

☐ Dania Beach

☒ Fort Lauderdale (east of FLL)

☐ Fort Lauderdale (north or west of FLL)

☐ Hollywood

☐ Davie

☐ Plantation

☐ Cooper City

☐ Southwest Ranches

☐ Weston

☐ Other \_\_\_\_\_



AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

Please use the space below to provide your comments regarding the 14 CFR Part 150 Study at Fort Lauderdale-Hollywood International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

My day begins every morning around 5:50ish, ~~in the morning~~  
when the first flights take off from North Runway  
at FLL. The plane make a turn to the North as it loudly  
Accelerates to the sky. Once it gets near State Road  
84 to the Port Area it straightens out, <sup>to East</sup> As soon  
as it gets to the water <sup>begins</sup> turning North.

With the opening of the South Runway it  
has diminished the quality of life for myself  
and my neighbors. We are constantly disturbed  
by the sound of engines due to the flight path.  
Prior to opening the South Runway it was  
Rare to hear planes.

All it would take at FLL is to have  
planes go an extra mile over the water  
before turning.

Extend the East/West take off hours to  
10pm - 7am at the minimum.

This affects property values, the enjoyment  
of our yards & patios, the opening of windows  
to enjoy fresh air.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

Please note: All comments may be made publicly available.



**AVIATION DEPARTMENT**  
**Fort Lauderdale-Hollywood International**  
**Airport**

2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

**Comment Form**

First and Last Name Sheathansen  
Address 4512 SW 37<sup>th</sup> Ave  
Ft. Laud. Fl 33312  
Email Address ms.shea.hansen@gmail.com  
Meeting Location Broward County Schools

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

What are the most significant concerns that you would like the FLL Part 150 Study to address about aircraft flight activity (select up to 3)?

- |   |   |
|---|---|
| <input type="checkbox"/> Arrivals                         | <input type="checkbox"/> Early morning operations                     |
| <input type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                         |
| <input type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                      |
| <input type="checkbox"/> West Flow                        | <input type="checkbox"/> Overflights related to the new south runway  |
| <input type="checkbox"/> Nighttime operations (10pm -6am) | <input type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- ☒ Dania Beach - Nest Davis Isles  
☐ Fort Lauderdale (east of FLL)  
☐ Fort Lauderdale (north or west of FLL)  
☐ Hollywood  
☐ Davie

- ☐ Plantation  
☐ Cooper City  
☐ Southwest Ranches  
☐ Weston  
☐ Other \_\_\_\_\_





AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

Please use the space below to provide your comments regarding the 14 CFR Part 150 Study at Fort Lauderdale-Hollywood International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

As a resident of Davis Isles, we happen to be just outside of the mitigation area, yet we experience the same amount of noise as residents to the east of us. We feel we should be included in the Noise Mitigation program. We greatly anticipate the results of the new noise contour study.

I am also greatly concerned with the upcoming reconstruction of the North runway as it will put all the traffic on the South runway for at least 5 months - 24/7.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*



AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

## Comment Form

First and Last Name Bob Magill  
Address 1448 SE 14th St, Fort Lauderdale

Email Address \_\_\_\_\_

Meeting Location 600 SE 3rd Ave

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Arrivals                         | <input checked="" type="checkbox"/> Early morning operations                     |
| <input checked="" type="checkbox"/> Departures                       | <input type="checkbox"/> FAA airspace changes                                    |
| <input checked="" type="checkbox"/> East Flow                        | <input type="checkbox"/> Frequency of operations                                 |
| <input type="checkbox"/> West Flow                                   | <input type="checkbox"/> Overflights related to the new south runway             |
| <input checked="" type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input checked="" type="checkbox"/> Fort Lauderdale (east of FLL)          | <input type="checkbox"/> Cooper City       |
| <input checked="" type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |

## Comment Form

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This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slight shadow on the right side, suggesting it's resting on a surface. There is no handwriting or other markings on the paper.

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

*Please note: All comments may be made publicly available.*





AVIATION DEPARTMENT  
Fort Lauderdale-Hollywood International  
Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 •  
954-359-6100

Comment Form

First and Last Name ICHAUL MAURICE NASSER  
Address 2448 NASSAU LANE  
FORT LAUDERDALE, FL 33312  
Email Address lcnasser@yahoo.com  
Meeting Location 600 SE 3rd Ave, Fort Lauderdale

The Broward County Aviation Department (BCAD) recently began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. At key points during the project, newsletters will provide updates on study progress. BCAD will also host additional public workshops to provide future opportunities for input throughout the Study. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at [www.fllpart150.com](http://www.fllpart150.com). Thank you for your interest and participation.

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|--|--|
| <input type="checkbox"/> Arrivals                                    | <input type="checkbox"/> Early morning operations                                |
| <input type="checkbox"/> Departures                                  | <input type="checkbox"/> FAA airspace changes                                    |
| <input type="checkbox"/> East Flow                                   | <input type="checkbox"/> Frequency of operations                                 |
| <input checked="" type="checkbox"/> West Flow                        | <input type="checkbox"/> Overflights related to the new south runway             |
| <input checked="" type="checkbox"/> Nighttime operations (10pm -6am) | <input checked="" type="checkbox"/> Changes in flight paths for the north runway |

Where do you live?

- |  |  |
|--|--|
| <input type="checkbox"/> Dania Beach                                       | <input type="checkbox"/> Plantation        |
| <input type="checkbox"/> Fort Lauderdale (east of FLL)                     | <input type="checkbox"/> Cooper City       |
| <input checked="" type="checkbox"/> Fort Lauderdale (north or west of FLL) | <input type="checkbox"/> Southwest Ranches |
| <input type="checkbox"/> Hollywood   | <input type="checkbox"/> Weston            |
| <input type="checkbox"/> Davie   | <input type="checkbox"/> Other _____       |



Please use the space below to provide your comments regarding the 14 CFR Part 150 Study at Fort Lauderdale-Hollywood International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

- 1) At night, on a good day, with good visibility, no weather related events or NOTAMS, yet FUL keeps assigning a 290 departure heading from runway 28R even when south runway 28L has light usage or no usage (because it closes from 10pm to 6am)! There is no separation concern, no weather concern, yet we keep getting 290 departures on 28R! Why? 275 should be issued all times in these situations.
- 2) Same thing during daytime, good day, good weather & visibility, no simultaneous departures yet FUL keeps assigning 290 on 28R, & sometimes 290 on 28L, both @ the same time!
- 3) Issue 275 departures on 28R for 3 miles & 3000 ft altitude then initiate turns to any heading. **SEB COMMENTS ATTACHED.**

Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to:  
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study  
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

Please note: All comments may be made publicly available.

Our neighborhood has become **severely** impacted by unbearable aircraft noise and constant overflights since the departure procedure for the North runway changed. We were told by officials of BCAD and the FAA that the change from 270 degrees to 285 degrees was necessary for safety reasons for simultaneous departures from the South and North runways. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. Page 6C-20 of the EIS 2008 states: "Runway 9L/27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation **during simultaneous departures**". [emphasis added]

However on a perfect day, clear skies, good visibility, no weather related NOTAMs, FLL keeps assigning 290 as departure heading to both north and south runways 28R and 28L !! That means 0 degrees of separation...! Departure heading of 290 is assigned even when operating with 0 degrees of separation, with no simultaneous departures in both runways and the airport not operating at capacity ! Why? And why increase the risk of a disaster by issuing departures on runway 28R with an immediate heading of 290 over a residential area instead of a 275 heading over a commercial area and turn to a 290 heading after passing state road 441, which is 3 miles from the runway ?

At night the situation is even more ridiculous. On a good day, with good visibility, no weather related NOTAMs, FLL keeps assigning 290 as the departure heading from the north runway 28R even when the south runway 28L is closed between 10pm and 6am !! We keep having departures at a heading of 290, that end up over us with headings of 300 or above —because planes turn as soon as airborne—even though the south runways is not operational at night, there is no separation concern, and clearly on a night like this, no weather concern. Why? And why increase the risk of a disaster by issuing departures on runway 28R an immediate heading of 290 over a residential area instead of a 275 heading over a commercial area and turn to a 290 heading after passing state road 441, which is 3 miles from the runway?

Note that based on the Miami Air Traffic Control Tower (ATCT) and Fort Lauderdale ATCT letter dated August 3, 2015, Page 3, the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].

There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document. ALSO these new departures were implemented with no public input from our community and the EIS 2008 does not address the noise levels over our community if new departure procedures are implemented. As a matter of fact, there was only one noise reading taken, see Appendix H, Page H.1-6 TM29 during the EIS 2008 for an arrival on Tortugas Lane.

Also, on August 3, 2015, Kent George stated in his letter to the mayor of Fort Lauderdale, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)". THIS IS NOT WHAT HAPPENS IN REALITY!!! Way to often airplanes start turning as soon as they are airborne.

To conclude, the airplanes fly over our homes when there is no simultaneous departure. They over our homes, will into the night, even when the south runway is closed. They over homes when there is clear skies, good visibility, no major weather. Airplanes make turns as soon as they are airborne. Airplanes take off very frequently on 290 heading from the South and North runways, which if done simultaneously, that means 0 degrees of separation which according to BCAD and the FAA it's a safety hazard. Or departures on both 28R and 28L are given a heading of 290 and get staggered. If departures are staggered on 290 headings why are they not staggered on 275 headings?

**Above all, as we repeated from the beginning, we need a waypoint directly west (270) on each runway at the Turnpike in order to avoid airplanes turning prematurely right over our homes.**

**Public Information Workshops for  
Part 150 Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport**

**Court Reporting Comments**

**DATE: Monday, November 13, 2017**

**TIME: 6:00PM - 8:30PM**

**LOCATION: Southwest Ranches Town Hall**

**13400 Griffin Road, Southwest Ranches, FL 33330**

Public Information Workshops for Part 150  
Airport Noise Compatibility Planing Study  
Fort Lauderdale-Hollywood International Airport

"Attendee Comments"

Southwest Ranches Town Hall  
13400 Griffin Road  
Southwest Ranches, 33330

November 13, 2017  
6:00 p.m. - 8:30 p.m.

1 Thereupon, the following proceedings were had:

2 MS. MARRAPODI: The -- I don't have any  
3 problems with planes and noises. Because of the  
4 way technology moves, the planes are getting  
5 quieter and quieter anyway. So I think, by the  
6 time -- I am going to make a fuss now; by the time,  
7 you know, like five, ten years from now, it doesn't  
8 matter, because the planes are so quiet that you  
9 won't even notice them.

10 I like to see more trees, and I know they say  
11 they -- they do and they don't absorb the noise;  
12 but I would rather see trees than roads, and I --  
13 as long as planes bring in revenue, income, you  
14 know, and keeps our taxes, I can live with the  
15 noise. If I don't like it, I move. Very simple.

16 (Whereupon, a recess was had.)

17 MR. JOHNSON: I was just concerned about the  
18 noise coming down for the horses. There is a lot  
19 of horses around here. That's namely all we have  
20 around here is horses. There are a few cows, too,  
21 but, I mean, namely it's horses.

22 The reason why noise is so important is  
23 because there is a lot of horses that are just  
24 giving birth, and loud noises can cause them to  
25 give birth early, or they can hold it, and the



1 horse doesn't make it; the colt won't make it.

2 That's it.

3 (Whereupon, a recess was had.)


4 (Whereupon, no other attendees volunteered to  
5 put comments on the records and the proceedings  
6 were adjourned at 8:30 p.m.)  
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C E R T I F I C A T E

THE STATE OF FLORIDA)  
COUNTY OF BROWARD)

I, EMILY SCOTT, certify that I was  
authorized to and did stenographically report the  
requested portions of the foregoing proceedings and  
that the transcript is a true and complete record of  
my stenographic notes.

Dated this 14th day of November, 2017.

  
\_\_\_\_\_  
EMILY SCOTT



<b>A</b>	<b>H</b>	<b>put</b> 3:5 <b>p.m</b> 1:16,16 3:6	<b>1</b>
<b>absorb</b> 2:11 <b>adjourned</b> 3:6 <b>Airport</b> 1:6,7 <b>anyway</b> 2:5 <b>Attendee</b> 1:9 <b>attendees</b> 3:4 <b>authorized</b> 4:8	<b>Hall</b> 1:12 <b>hold</b> 2:25 <b>horse</b> 3:1 <b>horses</b> 2:18,19,20,21 2:23	<b>Q</b>	<b>13</b> 1:15 <b>13400</b> 1:12 <b>14th</b> 4:12 <b>150</b> 1:5
<b>B</b>	<b>I</b>	<b>R</b>	<b>2</b>
<b>birth</b> 2:24,25 <b>bring</b> 2:13 <b>BROWARD</b> 4:4	<b>important</b> 2:22 <b>income</b> 2:13 <b>Information</b> 1:5 <b>International</b> 1:7	<b>R</b> 4:2 <b>Ranches</b> 1:12,13 <b>reason</b> 2:22 <b>recess</b> 2:16 3:3 <b>record</b> 4:10 <b>records</b> 3:5 <b>report</b> 4:8 <b>requested</b> 4:9 <b>revenue</b> 2:13 <b>Road</b> 1:12 <b>roads</b> 2:12	<b>2017</b> 1:15 4:12
<b>C</b>	<b>J</b>	<b>S</b>	<b>3</b>
<b>C</b> 4:2,2 <b>cause</b> 2:24 <b>certify</b> 4:7 <b>colt</b> 3:1 <b>coming</b> 2:18 <b>comments</b> 1:9 3:5 <b>Compatibility</b> 1:6 <b>complete</b> 4:10 <b>concerned</b> 2:17 <b>COUNTY</b> 4:4 <b>cows</b> 2:20	<b>JOHNSON</b> 2:17	<b>SCOTT</b> 4:7,17 <b>see</b> 2:10,12 <b>simple</b> 2:15 <b>Southwest</b> 1:12,13 <b>STATE</b> 4:4 <b>stenographic</b> 4:11 <b>stenographically</b> 4:8 <b>Study</b> 1:6	<b>33330</b> 1:13
<b>D</b>	<b>K</b>	<b>T</b>	<b>6</b>
<b>Dated</b> 4:12 <b>day</b> 4:12	<b>keeps</b> 2:14 <b>know</b> 2:7,10,14	<b>T</b> 4:2,2 <b>taxes</b> 2:14 <b>technology</b> 2:4 <b>ten</b> 2:7 <b>think</b> 2:5 <b>time</b> 2:6,6 <b>Town</b> 1:12 <b>transcript</b> 4:10 <b>trees</b> 2:10,12 <b>true</b> 4:10	<b>6:00</b> 1:16
<b>E</b>	<b>L</b>	<b>V</b>	<b>8</b>
<b>E</b> 4:2,2 <b>early</b> 2:25 <b>EMILY</b> 4:7,17	<b>Lauderdale-Holly...</b> 1:7 <b>live</b> 2:14 <b>long</b> 2:13 <b>lot</b> 2:18,23 <b>loud</b> 2:24	<b>volunteered</b> 3:4	<b>8:30</b> 1:16 3:6
<b>F</b>	<b>M</b>	<b>W</b>	
<b>F</b> 4:2 <b>five</b> 2:7 <b>FLORIDA</b> 4:4 <b>following</b> 2:1 <b>foregoing</b> 4:9 <b>Fort</b> 1:7 <b>fuss</b> 2:6	<b>MARRAPODI</b> 2:2 <b>matter</b> 2:8 <b>mean</b> 2:21 <b>move</b> 2:15 <b>moves</b> 2:4	<b>way</b> 2:4 <b>Workshops</b> 1:5	
<b>G</b>	<b>N</b>	<b>Y</b>	
<b>getting</b> 2:4 <b>give</b> 2:25 <b>giving</b> 2:24 <b>going</b> 2:6 <b>Griffin</b> 1:12	<b>noise</b> 1:6 2:11,15,18 2:22 <b>noises</b> 2:3,24 <b>notes</b> 4:11 <b>notice</b> 2:9 <b>November</b> 1:15 4:12	<b>years</b> 2:7	
	<b>P</b>		
	<b>Part</b> 1:5 <b>planes</b> 2:3,4,8,13 <b>Planing</b> 1:6 <b>portions</b> 4:9 <b>problems</b> 2:3 <b>proceedings</b> 2:1 3:5 4:9 <b>Public</b> 1:5		

**Public Information Workshops for  
Part 150 Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport**

**Court Reporting Comments**

**DATE: Tuesday, November 14, 2017**

**TIME: 6:00PM - 8:30PM**

**LOCATION: Anne Kolb Nature Center  
751 Sheridan St., Hollywood, FL 33019**

Public Information Workshops for Part 150  
Airport Noise Compatibility Planing Study  
Fort Lauderdale-Hollywood International Airport

"Attendee Comments"

Anne Kolb Nature Center  
751 Sheridan Street  
Hollywood, 33019

November 14, 2017  
6:00 p.m. - 8:30 p.m.

1 Thereupon, the following proceedings were had:

2 MR. LOLESKI: Dimce, D-I-M-C-E, Loleski,  
3 L-O-L-E-S-K-I, at 4500 Southwest 25th Terrace.

4 I am very much affected, especially in the  
5 nighttime. Any time of the night, the planes fly.  
6 I cannot sleep. My house, it's not mean nothing  
7 for me today because I cannot live in it. If I  
8 cannot sleep in it, what I need the house for? And  
9 the flying, 11 o'clock, 12 o'clock, 5 o'clock, they  
10 start it. I only have a few hours to sleep.

11 And I have a serious problem: If I don't wash  
12 the table outside, what I have in my backyard,  
13 three days later, you can write your name how much  
14 dust is there. My car is parked in the front, like  
15 somebody put a can of oil on the top when I wash  
16 it, nothing but oil on the top of the car.

17 If my window is cracked a little bit, inside I  
18 can smell the fumes and a black particle coming in  
19 the house from the thing. My roof was a red; now  
20 it's totally black. My gutters of the rain, what  
21 they catching, they turning black. My house looks  
22 like it's there a hundred years; it's only ten  
23 years old.

24 I like to have some kind of -- some kind of  
25 response for my life. After the planes start



1 flying, they put a pacemaker in me, and I'm very  
2 concerned for my life.

3 Because I live in the United States where I  
4 have Constitution rights, at least to have peace  
5 and quiet in my house, that's guaranteed by  
6 Constitution of United States.

7 Now, everybody makes money out of this. We  
8 can start with the airport. We start with the  
9 taxing. We start with the hotels. We start with  
10 the Port Everglades, all of these big cruise ships.  
11 Everybody makes money.

12 I pay my tax every time on time. I just sent  
13 a check three days ago, and nobody come to ask me.

14 One night, there was all night the planes.  
15 Because they closed the northbound runway, all the  
16 planes was concentrate on the south. I was so  
17 tired. I didn't sleep all night.

18 I went to the airport office there. They  
19 almost going to lock me up. They going to take me  
20 to jail. There was six police officers come there,  
21 like I'm the biggest criminal in the country, and I  
22 am only looking for my rights. I went there to  
23 speak to somebody: Oh, no, you have to come later,  
24 three hours later. We have nobody now to speak to  
25 you.

1           The next day I went to the commissioners, and  
2           I got a worse reception there. They come, two  
3           sheriffs there, to watch me when I come into  
4           Broward Governmental Center and watch me when I  
5           come out, like the biggest criminal in Broward  
6           County.

7           I work 35 years for Broward County. I helped  
8           build this county, and now what I got?

9           MS. LOLESKI: Calm down. You are getting  
10          excited. We have to look to the future.

11          MR. LOLESKI: What future? There is no  
12          future.

13          MS. LOLESKI: Can I input something because --  
14          my name is Luba Loleski, and the house location,  
15          it's at four hundred -- you got that?

16          What we are looking with the location of the  
17          house, it's within one mile, under -- direct under  
18          the runway --

19          MR. LOLESKI: Direct landing pad.

20          MS. LOLESKI: -- on the landing; and if we  
21          cannot live, another person cannot live, either.

22          We have put for rent, the house. The people  
23          going to come and say they love the house, but once  
24          the plane flies over, they turn around, and they  
25          don't want to do anything with it. So we cannot --

1 to try to sell it, we have been putting on and off  
2 and on and off, and nothing has happened.

3 What we are looking is, because it's fairly  
4 new, the house and the windows and doors are  
5 hurricane proof, we thought that that would be  
6 sufficient enough for the noise; however, when  
7 those men came, we did experience -- we were a few  
8 time out of the city. I had a death in the family,  
9 so when we come back, we lost chance for the  
10 soundproof.

11 Anyhow, we are looking whether buyout or  
12 relocation, whatever. It's going to be these two,  
13 because it's very close under the pad. The sound,  
14 we don't think that it's going to help a lot.

15 It is not just -- I mean, the phone, you  
16 cannot use it.

17 MR. LOLESKI: The TV stops.

18 MS. LOLESKI: It stops, the TV stops.

19 The shade that comes over through the window  
20 on the table, it's unbelievable.

21 MR. LOLESKI: The plane comes in the house,  
22 the shape of the plane coming inside the side.

23 MS. LOLESKI: Inside the house.

24 MR. LOLESKI: The nighttime lights go through  
25 and go to the other side.

1 MS. LOLESKI: It's unbelievable.

2 So taking in consideration so many things we  
3 are experiencing, it is the best that it's purchase  
4 the house.

5 MR. LOLESKI: We are looking for some kind of  
6 help. Somebody has to help us, because we live in  
7 the United States. We have our rights and --

8 MS. LOLESKI: So this, too, needs to be  
9 considered. I hope this -- this time, the 150  
10 study will help us.

11 MR. LOLESKI: But it is a wait, two years of  
12 wait.

13 MS. LOLESKI: Two years.

14 MR. LOLESKI: Two years, we are probably not  
15 going to have two years to live.

16 MS. LOLESKI: Recently he had pacemaker. I  
17 don't know if he disclosed that or not. He goes up  
18 and down. I am trying to keep him down, and we are  
19 out more often. It is what it is.

20 MR. LOLESKI: It's a residential area.  
21 Seven o'clock in the morning, you cannot cut the  
22 grass. I mean, noise, you cannot -- the dogs  
23 cannot bark. Ten o'clock, nobody can make loud  
24 music in the residential area.

25 But 12 o'clock come, I got a big jet come over

1 the house. Five o'clock come, I am up, no more  
2 sleeping. They are running over the house.

3 MS. LOLESKI: He said, who I am going to call?  
4 If somebody intrudes you that much, I can call the  
5 police and help out. Who we going to call for the  
6 plane coming? Really, that house, something we  
7 need to do about it.

8 MR. LOLESKI: Thank you.

9 MS. LOLESKI: Thank you.

10 (Whereupon, a recess was had.)

11 MS. WRIGHT: Pat Wright.

12 We live directly over the pathway of the south  
13 runway in the west there, and so the noise is  
14 really loud. We would really appreciate it if, on  
15 holidays, they didn't even run any planes over us.  
16 The landings of the planes are a whole lot louder  
17 than the takeoffs going over us and -- because we  
18 live in the west.

19 It would be nice if they could take off at a  
20 steeper rate so that the noise is maybe less  
21 minimal when they do take off over us and possibly  
22 stay a little higher up and come down at a greater  
23 angle, although that may make it worse for the  
24 neighbors that are closer to the airport, the end  
25 of the runway -- I don't know that -- which we

1 would not want that.

2 Ideally, if they could just stop landing over  
3 us and move those over to the north runway, it  
4 would be great.

5 And one comment I do want to make is that I  
6 used to complain. My husband and I, my neighbors,  
7 and other people I knew, used to complain about the  
8 noise. We have all given up, because nothing is  
9 ever done. We were told lies about why a plane was  
10 flying over at 1 o'clock in the morning, or they  
11 would tell us why or just not to tell us the  
12 reason, and complaining makes no sense anymore.  
13 It's just -- it's a futile waste of our time,  
14 absolutely futile.

15 I was wasting about half of my day writing  
16 down complaints and trying to get them sent off and  
17 not going through, not being answered, having to  
18 make phone calls. That's asinine for that kind of  
19 behavior.

20 We really feel that we have -- Dania Beach is  
21 the most affected town, and we feel that BCAD  
22 really does not care about us. If they did, they  
23 would really, seriously address the issues we have  
24 and make improvements so they can lower the noise  
25 for us.



1 I guess that's it.

2 (Whereupon, a recess was had.)

3 MR. LUEDTKE: People know me. People have  
4 called me by my first name, but I don't know some  
5 of them. She suggested they all have name tags.  
6 Look where the name tags are: Down here under  
7 their jackets. Name tags belong so you can read  
8 them and know who the person is. I shouldn't have  
9 to look down there at your crotch to see that you  
10 have one.

11 (Whereupon, a recess was had.)

12 MS. FUENTES: Alma, A-L-M-A, Fuentes,  
13 200 Southeast 5th Avenue, Dania, 33004.

14 So I live right next to the airport, and I'm  
15 new to the area. I am a resident, and I've been  
16 here now going on two years -- we'll say two years.

17 And at the beginning, you know, I heard an  
18 airplane once in a while: Oh, exciting, that's  
19 fine. Other times, I did not hear it; but, lately,  
20 I am a little concerned at the noise level.

21 I remember when they voted on the extension of  
22 the airport way back then that the residents in the  
23 area, homeowners, were complaining and had a  
24 meeting about it, because of the noise level  
25 issues; and the airport won, and they got the

1 extension of that runway, whatever it was, back  
2 then.

3 Now it happens to me, the airplanes are coming  
4 a little bit further south, okay, south of the  
5 airport, and it happens more so at 5 o'clock on the  
6 morning on a Sunday.

7 I want to say today, one at 5 o'clock flew so  
8 close over my house that I was going to duck. The  
9 sound was -- and I'm not exaggerating. Maybe I  
10 need new windows. I don't know.

11 So, again, my fear, I'm here for the reason  
12 that we need to keep it under control before the  
13 airport decides that they are going to do their own  
14 different routing that has not been, I want to say,  
15 voted on or approved by whoever does the approving.

16 So we deserve -- as residents, we were here  
17 before those extensions of this airport. We  
18 deserve peace and tranquility in our homes, and we  
19 like where we live. We love the community. I  
20 should not have to move, and I just don't want it  
21 to get out of control and out of hand  
22 noise-level-wise and the hours of operation, and  
23 that appears to be happening, as -- from what I can  
24 hear. Okay.

25 (Whereupon, no other attendees volunteered to


put comments on the records and the proceedings  
were adjourned at 8:22 p.m.)

C E R T I F I C A T E

THE STATE OF FLORIDA)  
COUNTY OF BROWARD)

I, EMILY SCOTT, certify that I was  
authorized to and did stenographically report the  
requested portions of the foregoing proceedings and  
that the transcript is a true and complete record of  
my stenographic notes.

Dated this 14th day of November, 2017.

  
\_\_\_\_\_  
EMILY SCOTT



<p><b>A</b></p> <p><b>absolutely</b> 8:14  <b>address</b> 8:23  <b>adjourned</b> 11:2  <b>ago</b> 3:13  <b>airplane</b> 9:18  <b>airplanes</b> 10:3  <b>airport</b> 1:6,7 3:8,18  7:24 9:14,22,25  10:5,13,17  <b>Alma</b> 9:12  <b>angle</b> 7:23  <b>Anne</b> 1:12  <b>answered</b> 8:17  <b>anymore</b> 8:12  <b>appears</b> 10:23  <b>appreciate</b> 7:14  <b>approved</b> 10:15  <b>approving</b> 10:15  <b>area</b> 6:20,24 9:15,23  <b>asinine</b> 8:18  <b>Attendee</b> 1:9  <b>attendees</b> 10:25  <b>authorized</b> 12:8  <b>Avenue</b> 9:13  <b>A-L-M-A</b> 9:12</p>	<p><b>car</b> 2:14,16  <b>care</b> 8:22  <b>catching</b> 2:21  <b>Center</b> 1:12 4:4  <b>certify</b> 12:7  <b>chance</b> 5:9  <b>check</b> 3:13  <b>city</b> 5:8  <b>close</b> 5:13 10:8  <b>closed</b> 3:15  <b>closer</b> 7:24  <b>come</b> 3:13,20,23 4:2  4:3,5,23 5:9 6:25  6:25 7:1,22  <b>comes</b> 5:19,21  <b>coming</b> 2:18 5:22 7:6  10:3  <b>comment</b> 8:5  <b>comments</b> 1:9 11:1  <b>commissioners</b> 4:1  <b>community</b> 10:19  <b>Compatibility</b> 1:6  <b>complain</b> 8:6,7  <b>complaining</b> 8:12  9:23  <b>complaints</b> 8:16  <b>complete</b> 12:10  <b>concentrate</b> 3:16  <b>concerned</b> 3:2 9:20  <b>consideration</b> 6:2  <b>considered</b> 6:9  <b>Constitution</b> 3:4,6  <b>control</b> 10:12,21  <b>country</b> 3:21  <b>county</b> 4:6,7,8 12:4  <b>cracked</b> 2:17  <b>criminal</b> 3:21 4:5  <b>crotch</b> 9:9  <b>cruise</b> 3:10  <b>cut</b> 6:21</p>	<p><b>direct</b> 4:17,19  <b>directly</b> 7:12  <b>disclosed</b> 6:17  <b>dogs</b> 6:22  <b>doors</b> 5:4  <b>duck</b> 10:8  <b>dust</b> 2:14  <b>D-I-M-C-E</b> 2:2</p> <p><b>E</b></p> <p><b>E</b> 12:2,2  <b>either</b> 4:21  <b>EMILY</b> 12:7,17  <b>especially</b> 2:4  <b>Everglades</b> 3:10  <b>everybody</b> 3:7,11  <b>exaggerating</b> 10:9  <b>excited</b> 4:10  <b>exciting</b> 9:18  <b>experience</b> 5:7  <b>experiencing</b> 6:3  <b>extension</b> 9:21 10:1  <b>extensions</b> 10:17</p>	<p><b>given</b> 8:8  <b>go</b> 5:24,25  <b>goes</b> 6:17  <b>going</b> 3:19,19 4:23  5:12,14 6:15 7:3,5  7:17 8:17 9:16 10:8  10:13  <b>Governmental</b> 4:4  <b>grass</b> 6:22  <b>great</b> 8:4  <b>greater</b> 7:22  <b>guaranteed</b> 3:5  <b>guess</b> 9:1  <b>gutters</b> 2:20</p> <p><b>H</b></p> <p><b>half</b> 8:15  <b>hand</b> 10:21  <b>happened</b> 5:2  <b>happening</b> 10:23  <b>happens</b> 10:3,5  <b>hear</b> 9:19 10:24  <b>heard</b> 9:17  <b>help</b> 5:14 6:6,6,10 7:5  <b>helped</b> 4:7  <b>higher</b> 7:22  <b>holidays</b> 7:15  <b>Hollywood</b> 1:13  <b>homeowners</b> 9:23  <b>homes</b> 10:18  <b>hope</b> 6:9  <b>hotels</b> 3:9  <b>hours</b> 2:10 3:24  10:22  <b>house</b> 2:6,8,19,21 3:5  4:14,17,22,23 5:4  5:21,23 6:4 7:1,2,6  10:8  <b>hundred</b> 2:22 4:15  <b>hurricane</b> 5:5  <b>husband</b> 8:6</p>	<p><b>J</b></p> <p><b>jackets</b> 9:7  <b>jail</b> 3:20  <b>jet</b> 6:25</p> <p><b>K</b></p> <p><b>keep</b> 6:18 10:12  <b>kind</b> 2:24,24 6:5 8:18  <b>knew</b> 8:7  <b>know</b> 6:17 7:25 9:3,4  9:8,17 10:10  <b>Kolb</b> 1:12</p> <p><b>L</b></p> <p><b>landing</b> 4:19,20 8:2  <b>landings</b> 7:16  <b>lately</b> 9:19  <b>Lauderdale-Holly...</b>  1:7  <b>level</b> 9:20,24  <b>lies</b> 8:9  <b>life</b> 2:25 3:2  <b>lights</b> 5:24  <b>little</b> 2:17 7:22 9:20  10:4  <b>live</b> 2:7 3:3 4:21,21  6:6,15 7:12,18 9:14  10:19  <b>location</b> 4:14,16  <b>lock</b> 3:19  <b>Loleski</b> 2:2,2 4:9,11  4:13,14,19,20 5:17  5:18,21,23,24 6:1,5  6:8,11,13,14,16,20  7:3,8,9  <b>look</b> 4:10 9:6,9  <b>looking</b> 3:22 4:16 5:3  5:11 6:5  <b>looks</b> 2:21  <b>lost</b> 5:9  <b>lot</b> 5:14 7:16  <b>loud</b> 6:23 7:14  <b>louder</b> 7:16  <b>love</b> 4:23 10:19  <b>lower</b> 8:24  <b>Luba</b> 4:14  <b>LUEDTKE</b> 9:3  <b>L-O-L-E-S-K-I</b> 2:3</p>
<p><b>B</b></p> <p><b>back</b> 5:9 9:22 10:1  <b>backyard</b> 2:12  <b>bark</b> 6:23  <b>BCAD</b> 8:21  <b>Beach</b> 8:20  <b>beginning</b> 9:17  <b>behavior</b> 8:19  <b>belong</b> 9:7  <b>best</b> 6:3  <b>big</b> 3:10 6:25  <b>biggest</b> 3:21 4:5  <b>bit</b> 2:17 10:4  <b>black</b> 2:18,20,21  <b>Broward</b> 4:4,5,7 12:4  <b>build</b> 4:8  <b>buyout</b> 5:11</p> <p><b>C</b></p> <p><b>C</b> 12:2,2  <b>call</b> 7:3,4,5  <b>called</b> 9:4  <b>calls</b> 8:18  <b>Calm</b> 4:9</p>	<p><b>D</b></p> <p><b>Dania</b> 8:20 9:13  <b>Dated</b> 12:12  <b>day</b> 4:1 8:15 12:12  <b>days</b> 2:13 3:13  <b>death</b> 5:8  <b>decides</b> 10:13  <b>deserve</b> 10:16,18  <b>different</b> 10:14  <b>Dimce</b> 2:2</p>	<p><b>F</b></p> <p><b>F</b> 12:2  <b>fairly</b> 5:3  <b>family</b> 5:8  <b>fear</b> 10:11  <b>feel</b> 8:20,21  <b>fine</b> 9:19  <b>first</b> 9:4  <b>Five</b> 7:1  <b>flew</b> 10:7  <b>flies</b> 4:24  <b>FLORIDA</b> 12:4  <b>fly</b> 2:5  <b>flying</b> 2:9 3:1 8:10  <b>following</b> 2:1  <b>foregoing</b> 12:9  <b>Fort</b> 1:7  <b>four</b> 4:15  <b>front</b> 2:14  <b>Fuentes</b> 9:12,12  <b>fumes</b> 2:18  <b>further</b> 10:4  <b>futile</b> 8:13,14  <b>future</b> 4:10,11,12</p> <p><b>G</b></p> <p><b>getting</b> 4:9</p>	<p><b>I</b></p> <p><b>Ideally</b> 8:2  <b>improvements</b> 8:24  <b>Information</b> 1:5  <b>input</b> 4:13  <b>inside</b> 2:17 5:22,23  <b>International</b> 1:7  <b>intrudes</b> 7:4  <b>issues</b> 8:23 9:25</p>	<p><b>M</b></p> <p><b>mean</b> 2:6 5:15 6:22</p>

<b>meeting</b> 9:24 <b>men</b> 5:7 <b>mile</b> 4:17 <b>minimal</b> 7:21 <b>money</b> 3:7,11 <b>morning</b> 6:21 8:10 10:6 <b>move</b> 8:3 10:20 <b>music</b> 6:24 <hr/> <b>N</b> <b>name</b> 2:13 4:14 9:4,5 9:6,7 <b>Nature</b> 1:12 <b>need</b> 2:8 7:7 10:10,12 <b>needs</b> 6:8 <b>neighbors</b> 7:24 8:6 <b>new</b> 5:4 9:15 10:10 <b>nice</b> 7:19 <b>night</b> 2:5 3:14,14,17 <b>nighttime</b> 2:5 5:24 <b>noise</b> 1:6 5:6 6:22 7:13,20 8:8,24 9:20 9:24 <b>noise-level-wise</b> 10:22 <b>north</b> 8:3 <b>northbound</b> 3:15 <b>notes</b> 12:11 <b>November</b> 1:15 12:12 <hr/> <b>O</b> <b>office</b> 3:18 <b>officers</b> 3:20 <b>Oh</b> 3:23 9:18 <b>oil</b> 2:15,16 <b>okay</b> 10:4,24 <b>old</b> 2:23 <b>once</b> 4:23 9:18 <b>operation</b> 10:22 <b>outside</b> 2:12 <b>o'clock</b> 2:9,9,9 6:21 6:23,25 7:1 8:10 10:5,7 <hr/> <b>P</b> <b>pacemaker</b> 3:1 6:16 <b>pad</b> 4:19 5:13 <b>parked</b> 2:14 <b>Part</b> 1:5	<b>particle</b> 2:18 <b>Pat</b> 7:11 <b>pathway</b> 7:12 <b>pay</b> 3:12 <b>peace</b> 3:4 10:18 <b>people</b> 4:22 8:7 9:3,3 <b>person</b> 4:21 9:8 <b>phone</b> 5:15 8:18 <b>plane</b> 4:24 5:21,22 7:6 8:9 <b>planes</b> 2:5,25 3:14,16 7:15,16 <b>Planing</b> 1:6 <b>police</b> 3:20 7:5 <b>Port</b> 3:10 <b>portions</b> 12:9 <b>possibly</b> 7:21 <b>probably</b> 6:14 <b>problem</b> 2:11 <b>proceedings</b> 2:1 11:1 12:9 <b>proof</b> 5:5 <b>Public</b> 1:5 <b>purchase</b> 6:3 <b>put</b> 2:15 3:1 4:22 11:1 <b>putting</b> 5:1 <b>p.m</b> 1:16,16 11:2 <hr/> <b>Q</b> <b>quiet</b> 3:5 <hr/> <b>R</b> <b>R</b> 12:2 <b>rain</b> 2:20 <b>rate</b> 7:20 <b>read</b> 9:7 <b>really</b> 7:6,14,14 8:20 8:22,23 <b>reason</b> 8:12 10:11 <b>reception</b> 4:2 <b>recess</b> 7:10 9:2,11 <b>record</b> 12:10 <b>records</b> 11:1 <b>red</b> 2:19 <b>relocation</b> 5:12 <b>remember</b> 9:21 <b>rent</b> 4:22 <b>report</b> 12:8 <b>requested</b> 12:9 <b>resident</b> 9:15	<b>residential</b> 6:20,24 <b>residents</b> 9:22 10:16 <b>response</b> 2:25 <b>right</b> 9:14 <b>rights</b> 3:4,22 6:7 <b>roof</b> 2:19 <b>routing</b> 10:14 <b>run</b> 7:15 <b>running</b> 7:2 <b>runway</b> 3:15 4:18 7:13,25 8:3 10:1 <hr/> <b>S</b> <b>SCOTT</b> 12:7,17 <b>see</b> 9:9 <b>sell</b> 5:1 <b>sense</b> 8:12 <b>sent</b> 3:12 8:16 <b>serious</b> 2:11 <b>seriously</b> 8:23 <b>Seven</b> 6:21 <b>shade</b> 5:19 <b>shape</b> 5:22 <b>Sheridan</b> 1:12 <b>sheriffs</b> 4:3 <b>ships</b> 3:10 <b>side</b> 5:22,25 <b>six</b> 3:20 <b>sleep</b> 2:6,8,10 3:17 <b>sleeping</b> 7:2 <b>smell</b> 2:18 <b>somebody</b> 2:15 3:23 6:6 7:4 <b>sound</b> 5:13 10:9 <b>soundproof</b> 5:10 <b>south</b> 3:16 7:12 10:4 10:4 <b>Southeast</b> 9:13 <b>Southwest</b> 2:3 <b>speak</b> 3:23,24 <b>start</b> 2:10,25 3:8,8,9 3:9 <b>STATE</b> 12:4 <b>States</b> 3:3,6 6:7 <b>stay</b> 7:22 <b>steeper</b> 7:20 <b>stenographic</b> 12:11 <b>stenographically</b> 12:8 <b>stop</b> 8:2 <b>stops</b> 5:17,18,18	<b>Street</b> 1:12 <b>study</b> 1:6 6:10 <b>sufficient</b> 5:6 <b>suggested</b> 9:5 <b>Sunday</b> 10:6 <hr/> <b>T</b> <b>T</b> 12:2,2 <b>table</b> 2:12 5:20 <b>tags</b> 9:5,6,7 <b>take</b> 3:19 7:19,21 <b>takeoffs</b> 7:17 <b>tax</b> 3:12 <b>taxing</b> 3:9 <b>tell</b> 8:11,11 <b>ten</b> 2:22 6:23 <b>Terrace</b> 2:3 <b>Thank</b> 7:8,9 <b>thing</b> 2:19 <b>things</b> 6:2 <b>think</b> 5:14 <b>thought</b> 5:5 <b>three</b> 2:13 3:13,24 <b>time</b> 2:5 3:12,12 5:8 6:9 8:13 <b>times</b> 9:19 <b>tired</b> 3:17 <b>today</b> 2:7 10:7 <b>told</b> 8:9 <b>top</b> 2:15,16 <b>totally</b> 2:20 <b>town</b> 8:21 <b>tranquility</b> 10:18 <b>transcript</b> 12:10 <b>true</b> 12:10 <b>try</b> 5:1 <b>trying</b> 6:18 8:16 <b>turn</b> 4:24 <b>turning</b> 2:21 <b>TV</b> 5:17,18 <b>two</b> 4:2 5:12 6:11,13 6:14,15 9:16,16 <hr/> <b>U</b> <b>unbelievable</b> 5:20 6:1 <b>United</b> 3:3,6 6:7 <b>use</b> 5:16 <hr/> <b>V</b> <b>volunteered</b> 10:25	<b>voted</b> 9:21 10:15 <hr/> <b>W</b> <b>wait</b> 6:11,12 <b>want</b> 4:25 8:1,5 10:7 10:14,20 <b>wash</b> 2:11,15 <b>waste</b> 8:13 <b>wasting</b> 8:15 <b>watch</b> 4:3,4 <b>way</b> 9:22 <b>went</b> 3:18,22 4:1 <b>west</b> 7:13,18 <b>we'll</b> 9:16 <b>window</b> 2:17 5:19 <b>windows</b> 5:4 10:10 <b>won</b> 9:25 <b>work</b> 4:7 <b>Workshops</b> 1:5 <b>worse</b> 4:2 7:23 <b>Wright</b> 7:11,11 <b>write</b> 2:13 <b>writing</b> 8:15 <hr/> <b>Y</b> <b>years</b> 2:22,23 4:7 6:11,13,14,15 9:16 9:16 <hr/> <b>1</b> <b>1</b> 8:10 <b>11</b> 2:9 <b>12</b> 2:9 6:25 <b>14</b> 1:15 <b>14th</b> 12:12 <b>150</b> 1:5 6:9 <hr/> <b>2</b> <b>200</b> 9:13 <b>2017</b> 1:15 12:12 <b>25th</b> 2:3 <hr/> <b>3</b> <b>33004</b> 9:13 <b>33019</b> 1:13 <b>35</b> 4:7 <hr/> <b>4</b> <b>4500</b> 2:3 <hr/> <b>5</b> <b>5</b> 2:9 10:5,7
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**5th** 9:13**6****6:00** 1:16**7****751** 1:12**8****8:22** 11:2**8:30** 1:16

**Public Information Workshops for  
Part 150 Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport**

**Court Reporting Comments**

**DATE: Wednesday, November 15, 2017**

**TIME: 6:00PM - 8:30PM**

**LOCATION: Deicke Auditorium**

**5701 Cypress Road, Plantation, FL 33317**

Public Information Workshop for Part 150  
Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport

"Attendee Comments"

Deicke Auditorium  
5701 Cypress Road  
Plantation, FL 33317

November 15, 2017  
6:00 p.m. - 8:30 p.m.

1 Thereupon, the following proceedings were had:

2 MR. GUTIERREZ: Alex Gutierrez,  
3 G-U-T-I-E-R-R-E-Z.

4 All right. So I'm in the Plantation area,  
5 595, University area. I really don't have a  
6 problem with the noise from the airplanes. I  
7 mean, they really don't bother me.

8 But the noise that really bothers is the 595  
9 noise. But as far as the airplanes taking off or  
10 coming in for arrivals, there are really no --  
11 there's no problem with them. I mean, especially  
12 from inside the house, you hardly even hear them.  
13 When you're outside, you hear a little bit, but  
14 it's not that bad, so I don't see there being any  
15 issues with the extended runway or airport  
16 operations. The problem is, as far as noise, is  
17 just the 595 traffic, which you can hear the  
18 noise from where 595 is all the way to Davie  
19 Road, which is probably like a mile or after a  
20 mile, between a half a mile and a mile. So,  
21 other than that, I mean, I don't see any problems  
22 with the airport.

23 (Whereupon, a recess was had.)

24 MR. TINGOM: Peter S. Tingom. I guess the  
25 first thing I'd like to say is I think it's

1 important for us to get citizen input on these  
2 noise settings and listen to the people.

3 My few suggestions would be, number one, when  
4 they take off to the west, to make the flight  
5 pattern about three to five miles further west to  
6 reach altitude and to have the noise and the  
7 acceleration reduced by not pumping the engines  
8 to get to altitude so quickly.

9 My second thing is to make sure that, as we  
10 increase volume, and we will increase volume,  
11 that we take into account that the manufacturers  
12 are responsible for making quieter engines, which  
13 will assist in solving these problems in two  
14 directions.

15 (Whereupon, a recess was had.)

16 MS. FREUND: Muriel Freund, F, like Frank,  
17 R-E-U-N-D, like David. And the first name is  
18 M-U-R-I-E-L.

19 And my first comment is in reference to the  
20 noise of the planes coming over my home. I live  
21 in Plantation Isles south of Peters Road near  
22 South Plantation High School and the planes, I  
23 never know when they are going to be flying over  
24 the house, and they can be flying over the house  
25 after 12:00 o'clock midnight at night, 1 or 2:00

1 in the morning. They can start in the morning at  
2 4 or 5:00 and then they'll keep going one right  
3 after the other. And then it's all day long.  
4 And I live in a house that has impact windows and  
5 impact doors. The windows are very heavy windows  
6 and they're very secure. So, therefore, the  
7 noise is really bothersome and it's really,  
8 really loud and noisy. I have tried at times to  
9 log the planes as they are going over, put down  
10 the time, but I kind of got lost in doing that  
11 because I wanted to have factual data. That if I  
12 presented it to someone, I had that.

13 And besides the noise of the planes there's  
14 the dirt of the planes. I had the house pressure  
15 cleaned not more than two and a half years ago  
16 and it is filthy dirty again. It cost me \$500 to  
17 have it pressure cleaned and on top of that the  
18 City of Plantation then calculates your sewage  
19 charge by your water charge. But the water  
20 coming off the pressure cleaning goes into the  
21 ground. The city doesn't consider that. So,  
22 therefore, I have an impact on my water bill and  
23 I'm more frequently needing to pressure clean the  
24 house because of the dirt from the planes.

25 And so I would like -- this gentleman that I



1 just talked to, he said it's not the Broward  
2 County Airport, it's the FAA who decides. So the  
3 FAA needs to be aware and they need to consider  
4 the people who live below of how they are  
5 impacting the people who live there. And it also  
6 devalues your property because who else wants to  
7 live there with noise? I think those are the  
8 three most important points to me, but I think  
9 that the FAA needs to be aware that it's been a  
10 big disturbance to people in our area because  
11 we've always lived west and it's been a quiet  
12 area.

13 You know, Tim, you grew up here. So -- but  
14 those are my comments. And if they want to get  
15 in touch with me I will be very willing to be  
16 interviewed.

17 I think I covered it all, Tim.

18 I really -- it's been on my mind for a long  
19 time now. You know, the people that live in  
20 Lauderdale Isles that's just east, and they live  
21 on the North New River canal, and like I do, we  
22 have ocean access where I live, and they a couple  
23 of years ago complained and they -- there was  
24 something done about the planes being moved to a  
25 different pattern. And I don't know the whole

1 story, I only know that they did something by  
2 complaining and being verbal, so -- all right?

3 (Whereupon, a recess was had.)

4 MS. FINCK: It's George and Lisa F-I-N-C-K.

5 1810 Southwest 52nd Avenue, Plantation,  
6 Florida 33317. And I don't know the name of this  
7 place, I don't know how to spell it.

8 So I don't know, I guess basically our  
9 concerns were the noise that we're hearing now  
10 and I'm also concerned about what's coming out of  
11 the planes landing in our neighborhood now.  
12 We're noticing that there's a lot of like dust, a  
13 lot more dust. I don't know if that's coming  
14 from the planes or not. It's like whatever would  
15 come out in the pool.

16 MR. FINCK: We get black streaks on our boat,  
17 on our camper, on the tile. We have bars and it  
18 gets on the tile, too.

19 MS. FINCK: So we notice like a lot more  
20 like, you know, patio furniture, the table, like  
21 every day you can just dust it with the soot  
22 that's back there.

23 And then, of course, the noise where I'll be  
24 watching a football game or we're watching a  
25 movie sitting outside and then the airplane will

1       come over and you can't hear what's on the TV  
2       anymore. So I don't know what else.

3           MR. FINCK: And we hear them in the house,  
4       too. But, yeah, definitely outside a lot more.  
5       And that's probably about it.

6           MS. FINCK: That's pretty much it. Just, you  
7       know, to make sure that it's like safe --  
8       because, you know, now all this stuff is landing,  
9       like if it's toxic and stuff. Especially, you  
10      know, landing in the pool and then you're  
11      swimming in it and grandkids are swimming in  
12      there and getting it in their mouths, so that's  
13      concerning. And I guess that's it.

14           (Whereupon, a recess was had.)

15           MR. SOLTIS: Rick Soltis, R-I-C-K,  
16      S-O-L-T-I-S.

17           I would like to see a correlation between the  
18      noise complaints that come in and the actual air  
19      traffic controllers that are directing those  
20      aircraft out to see if the complaints correlate  
21      to a specific air traffic controller, based upon  
22      their habits of the departures out of the airport  
23      itself. That's pretty much my only comment.

24           I've sent in a number of complaints on the  
25      app, but I'd like to see if there is a

1 correlation. Because I feel that people are  
2 creatures of habit and I believe that's going to  
3 be an issue, if they pinpoint that, they may be  
4 able to alleviate some of these issues.

5 That's it. Have a good evening.

6 (Whereupon, a recess was had.)

7 (Whereupon, no other attendees volunteered to  
8 put comments on the record and the proceedings  
9 were adjourned at 8:30 p.m.)  
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C E R T I F I C A T E

THE STATE OF FLORIDA)  
COUNTY OF BROWARD)

I, Timothy R. Bass, certify that I was  
authorized to and did stenographically report the  
requested portions of the foregoing proceedings and  
that the transcript is a true and complete record of  
my stenographic notes.

Dated this 20th day of November, 2017.



TIMOTHY R. BASS

<hr/> <b>A</b> <hr/> <b>\$500</b> 4:16 <b>able</b> 8:4 <b>acceleration</b> 3:7 <b>access</b> 5:22 <b>account</b> 3:11 <b>actual</b> 7:18 <b>adjourned</b> 8:9 <b>ago</b> 4:15 5:23 <b>air</b> 7:18,21 <b>aircraft</b> 7:20 <b>airplane</b> 6:25 <b>airplanes</b> 2:6,9 <b>airport</b> 1:5,6 2:15,22 5:2 7:22 <b>Alex</b> 2:2 <b>alleviate</b> 8:4 <b>altitude</b> 3:6,8 <b>anymore</b> 7:2 <b>app</b> 7:25 <b>area</b> 2:4,5 5:10,12 <b>arrivals</b> 2:10 <b>assist</b> 3:13 <b>Attendee</b> 1:9 <b>attendees</b> 8:7 <b>Auditorium</b> 1:12 <b>authorized</b> 9:9 <b>Avenue</b> 6:5 <b>aware</b> 5:3,9	<b>canal</b> 5:21 <b>certify</b> 9:8 <b>charge</b> 4:19,19 <b>citizen</b> 3:1 <b>city</b> 4:18,21 <b>clean</b> 4:23 <b>cleaned</b> 4:15,17 <b>cleaning</b> 4:20 <b>come</b> 6:15 7:1,18 <b>coming</b> 2:10 3:20 4:20 6:10,13 <b>comment</b> 3:19 7:23 <b>comments</b> 1:9 5:14 8:8 <b>Compatibility</b> 1:5 <b>complained</b> 5:23 <b>complaining</b> 6:2 <b>complaints</b> 7:18,20 7:24 <b>complete</b> 9:11 <b>concerned</b> 6:10 <b>concerning</b> 7:13 <b>concerns</b> 6:9 <b>consider</b> 4:21 5:3 <b>controller</b> 7:21 <b>controllers</b> 7:19 <b>correlate</b> 7:20 <b>correlation</b> 7:17 8:1 <b>cost</b> 4:16 <b>County</b> 5:2 9:5 <b>couple</b> 5:22 <b>course</b> 6:23 <b>covered</b> 5:17 <b>creatures</b> 8:2 <b>Cypress</b> 1:12	<b>disturbance</b> 5:10 <b>doing</b> 4:10 <b>doors</b> 4:5 <b>dust</b> 6:12,13,21 <hr/> <b>E</b> <hr/> <b>E</b> 9:2,2 <b>east</b> 5:20 <b>engines</b> 3:7,12 <b>especially</b> 2:11 7:9 <b>evening</b> 8:5 <b>extended</b> 2:15 <hr/> <b>F</b> <hr/> <b>F</b> 3:16 9:2 <b>F-I-N-C-K</b> 6:4 <b>FAA</b> 5:2,3,9 <b>factual</b> 4:11 <b>far</b> 2:9,16 <b>feel</b> 8:1 <b>filthy</b> 4:16 <b>FINCK</b> 6:4,16,19 7:3 7:6 <b>first</b> 2:25 3:17,19 <b>five</b> 3:5 <b>FL</b> 1:13 <b>flight</b> 3:4 <b>Florida</b> 6:6 9:5 <b>flying</b> 3:23,24 <b>following</b> 2:1 <b>football</b> 6:24 <b>foregoing</b> 9:10 <b>Fort</b> 1:6 <b>Frank</b> 3:16 <b>frequently</b> 4:23 <b>Freund</b> 3:16,16 <b>furniture</b> 6:20 <b>further</b> 3:5	<b>guess</b> 2:24 6:8 7:13 <b>Gutierrez</b> 2:2,2 <hr/> <b>H</b> <hr/> <b>habit</b> 8:2 <b>habits</b> 7:22 <b>half</b> 2:20 4:15 <b>hear</b> 2:12,13,17 7:1,3 <b>hearing</b> 6:9 <b>heavy</b> 4:5 <b>High</b> 3:22 <b>home</b> 3:20 <b>house</b> 2:12 3:24,24 4:4,14,24 7:3 <hr/> <b>I</b> <hr/> <b>impact</b> 4:4,5,22 <b>impacting</b> 5:5 <b>important</b> 3:1 5:8 <b>increase</b> 3:10,10 <b>Information</b> 1:4 <b>input</b> 3:1 <b>inside</b> 2:12 <b>International</b> 1:6 <b>interviewed</b> 5:16 <b>Isles</b> 3:21 5:20 <b>issue</b> 8:3 <b>issues</b> 2:15 8:4 <hr/> <b>J</b> <hr/> <hr/> <b>K</b> <hr/> <b>keep</b> 4:2 <b>kind</b> 4:10 <b>know</b> 3:23 5:13,19,25 6:1,6,7,8,13,20 7:2 7:7,8,10 <hr/> <b>L</b> <hr/> <b>landing</b> 6:11 7:8,10 <b>Lauderdale</b> 5:20 <b>Lauderdale-Holly...</b> 1:6 <b>Lisa</b> 6:4 <b>listen</b> 3:2 <b>little</b> 2:13 <b>live</b> 3:20 4:4 5:4,5,7 5:19,20,22 <b>lived</b> 5:11 <b>log</b> 4:9 <b>long</b> 4:3 5:18 <b>lost</b> 4:10	<b>lot</b> 6:12,13,19 7:4 <b>loud</b> 4:8 <hr/> <b>M</b> <hr/> <b>M-U-R-I-E-L</b> 3:18 <b>making</b> 3:12 <b>manufacturers</b> 3:11 <b>mean</b> 2:7,11,21 <b>midnight</b> 3:25 <b>mile</b> 2:19,20,20,20 <b>miles</b> 3:5 <b>mind</b> 5:18 <b>morning</b> 4:1,1 <b>mouths</b> 7:12 <b>moved</b> 5:24 <b>movie</b> 6:25 <b>Muriel</b> 3:16 <hr/> <b>N</b> <hr/> <b>name</b> 3:17 6:6 <b>near</b> 3:21 <b>need</b> 5:3 <b>needing</b> 4:23 <b>needs</b> 5:3,9 <b>neighborhood</b> 6:11 <b>never</b> 3:23 <b>New</b> 5:21 <b>night</b> 3:25 <b>noise</b> 1:5 2:6,8,9,16 2:18 3:2,6,20 4:7 4:13 5:7 6:9,23 7:18 <b>noisy</b> 4:8 <b>North</b> 5:21 <b>notes</b> 9:12 <b>notice</b> 6:19 <b>noticing</b> 6:12 <b>November</b> 1:16 9:13 <b>number</b> 3:3 7:24 <hr/> <b>O</b> <hr/> <b>o'clock</b> 3:25 <b>ocean</b> 5:22 <b>operations</b> 2:16 <b>outside</b> 2:13 6:25 7:4 <hr/> <b>P</b> <hr/> <b>p.m</b> 1:16,16 8:9 <b>Part</b> 1:4 <b>patio</b> 6:20 <b>pattern</b> 3:5 5:25 <b>people</b> 3:2 5:4,5,10
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5:19 8:1 <b>Peter</b> 2:24 <b>Peters</b> 3:21 <b>pinpoint</b> 8:3 <b>place</b> 6:7 <b>planes</b> 3:20,22 4:9,13 4:14,24 5:24 6:11 6:14 <b>Planning</b> 1:5 <b>Plantation</b> 1:13 2:4 3:21,22 4:18 6:5 <b>points</b> 5:8 <b>pool</b> 6:15 7:10 <b>portions</b> 9:10 <b>presented</b> 4:12 <b>pressure</b> 4:14,17,20 4:23 <b>pretty</b> 7:6,23 <b>probably</b> 2:19 7:5 <b>problem</b> 2:6,11,16 <b>problems</b> 2:21 3:13 <b>proceedings</b> 2:1 8:8 9:10 <b>property</b> 5:6 <b>Public</b> 1:4 <b>pumping</b> 3:7 <b>put</b> 4:9 8:8	<b>runway</b> 2:15  <b>S</b> <b>S</b> 2:24 <b>S-O-L-T-I-S</b> 7:16 <b>safe</b> 7:7 <b>School</b> 3:22 <b>second</b> 3:9 <b>secure</b> 4:6 <b>see</b> 2:14,21 7:17,20 7:25 <b>sent</b> 7:24 <b>settings</b> 3:2 <b>sewage</b> 4:18 <b>sitting</b> 6:25 <b>Soltis</b> 7:15,15 <b>solving</b> 3:13 <b>soot</b> 6:21 <b>south</b> 3:21,22 <b>Southwest</b> 6:5 <b>specific</b> 7:21 <b>spell</b> 6:7 <b>start</b> 4:1 <b>STATE</b> 9:5 <b>stenographic</b> 9:12 <b>stenographically</b> 9:9 <b>story</b> 6:1 <b>streaks</b> 6:16 <b>Study</b> 1:5 <b>stuff</b> 7:8,9 <b>suggestions</b> 3:3 <b>sure</b> 3:9 7:7 <b>swimming</b> 7:11,11	<b>transcript</b> 9:11 <b>tried</b> 4:8 <b>true</b> 9:11 <b>TV</b> 7:1 <b>two</b> 3:13 4:15  <b>U</b> <b>University</b> 2:5  <b>V</b> <b>verbal</b> 6:2 <b>volume</b> 3:10,10 <b>volunteered</b> 8:7  <b>W</b> <b>want</b> 5:14 <b>wanted</b> 4:11 <b>wants</b> 5:6 <b>watching</b> 6:24,24 <b>water</b> 4:19,19,22 <b>way</b> 2:18 <b>we're</b> 6:9,12,24 <b>we've</b> 5:11 <b>west</b> 3:4,5 5:11 <b>willing</b> 5:15 <b>windows</b> 4:4,5,5 <b>Workshop</b> 1:4  <b>X</b>  <b>Y</b> <b>yeah</b> 7:4 <b>years</b> 4:15 5:23  <b>Z</b>  <b>0</b>  <b>1</b> <b>1</b> 3:25 <b>12:00</b> 3:25 <b>15</b> 1:16 <b>150</b> 1:4 <b>1810</b> 6:5  <b>2</b> <b>2:00</b> 3:25 <b>2017</b> 1:16 9:13 <b>20th</b> 9:13  <b>3</b> <b>33317</b> 1:13 6:6	<b>4</b> <b>4</b> 4:2  <b>5</b> <b>5:00</b> 4:2 <b>52nd</b> 6:5 <b>5701</b> 1:12 <b>595</b> 2:5,8,17,18  <b>6</b> <b>6:00</b> 1:16  <b>7</b>  <b>8</b> <b>8:30</b> 1:16 8:9	
<b>Q</b> <b>quickly</b> 3:8 <b>quiet</b> 5:11 <b>quieter</b> 3:12	<b>R</b> <b>R</b> 9:2,8,18 <b>R-E-U-N-D</b> 3:17 <b>R-I-C-K</b> 7:15 <b>reach</b> 3:6 <b>really</b> 2:5,7,8,10 4:7 4:7,8 5:18 <b>recess</b> 2:23 3:15 6:3 7:14 8:6 <b>record</b> 8:8 9:11 <b>reduced</b> 3:7 <b>reference</b> 3:19 <b>report</b> 9:9 <b>requested</b> 9:10 <b>responsible</b> 3:12 <b>Rick</b> 7:15 <b>right</b> 2:4 4:2 6:2 <b>River</b> 5:21 <b>Road</b> 1:12 2:19 3:21	<b>T</b> <b>T</b> 9:2,2 <b>table</b> 6:20 <b>take</b> 3:4,11 <b>talked</b> 5:1 <b>thing</b> 2:25 3:9 <b>think</b> 2:25 5:7,8,17 <b>three</b> 3:5 5:8 <b>tile</b> 6:17,18 <b>Tim</b> 5:13,17 <b>time</b> 4:10 5:19 <b>times</b> 4:8 <b>Timothy</b> 9:8,18 <b>Tingom</b> 2:24,24 <b>top</b> 4:17 <b>touch</b> 5:15 <b>toxic</b> 7:9 <b>traffic</b> 2:17 7:19,21		

**Public Information Workshops for  
Part 150 Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport**

**Court Reporting Comments**

**DATE: Thursday, November 16, 2017**

**TIME: 6:00PM - 8:30PM**

**LOCATION: Signature Grand  
6900 FL-84, Davie, FL 33317**

Public Information Workshop for Part 150  
Airport Noise Compatibility Planning Study  
Fort Lauderdale-Hollywood International Airport

"Attendee Comments"

Signature Grand  
6900 FL-84  
Davie, FL 33317

November 16, 2017  
6:00 p.m. - 8:30 p.m.

1 Thereupon, the following proceedings were had:

2 MS. NICHOLS: S-A-R-A Nichols, N-I-C-H-O-L-S.

3 1993 I moved into my house at 2637 Okeechobee  
4 Lane. Planes do take off and land westwardly,  
5 which is normal because of wind and take off  
6 patterns. The runways have not moved. And now  
7 in the last two and a half years somebody in  
8 Miami, because it's not the Fort Lauderdale  
9 tower, it's Miami -- Miami -- I'm sorry. I just  
10 totally forgot what I wanted to say.

11 Anyway, Miami tower says where they're going  
12 to go. And so when they take off to the west  
13 they are now flying over Nassau, Okeechobee,  
14 Sugarloaf, and they are not heading west on the  
15 heading that the FAA shows on their plats that  
16 they are supposed to take off on. They are  
17 supposed to take off due west at, I want to say  
18 275, but it would be 285 degrees. They take off,  
19 but they are supposed to, stay at that heading  
20 until 3,000 feet or three miles. You're not  
21 getting my hand gestures, I guess.

22 Anyway, now they veer to the north which  
23 takes them off low right over about four lanes.  
24 And from what I have heard, the noise -- the  
25 noise thingies, the noise monitoring devices, are

1 way further east and it has no bearing on  
2 anything. And we are in a situation where the --  
3 nobody is listening. I have also read articles  
4 about Phoenix, Arizona, where they've had the  
5 same problem and they are getting nowhere.

6 So I feel like, yes, I'm going to come and do  
7 this because it's affecting the quality of my  
8 life, the property value, which is like  
9 everything else in government, we are -- we have  
10 no say. That's it.

11 MS. MACINTYRE: Heather MacIntyre, M-A-C,  
12 capital I, N-T-Y-R-E.

13 So I moved into Lauderdale Isles three years  
14 ago. I made sure before we moved in the planes  
15 did not fly over that house at all, at all.  
16 There were no issues and there weren't for almost  
17 a year, no issues. Then it started and they go  
18 directly over our house, directly. And sometimes  
19 they'll start at 5:30 in the morning and  
20 sometimes they go on until 1:30 in the morning.  
21 I can file complaints every 30 seconds to a  
22 minute. It's out of control. You can't enjoy  
23 being outside at all. Inside, with impact  
24 windows, you still have to have the volume of the  
25 TV on high. You have to talk in loud voices.

1 It's ridiculous. I'm trying not to cuss. I'm  
2 trying very hard not to cuss.

3 A couple months ago I did sit in on a meeting  
4 to listen and they were talking about the noise  
5 monitor being on, I think, Duck Key and  
6 Riverland, way off of where these planes are  
7 actually coming across. And I would be more than  
8 happy to have them put that noise device in my  
9 yard. I have no problem with that so that they  
10 can see. They can come over and try and have a  
11 nice little cocktail outside. It's impossible.

12 So, yes, I wanted to come and air it out. I  
13 mean, I've gotten to the point that I'm cussing  
14 in those complaints.

15 MS. NICHOLS: And they don't respond. They  
16 don't respond to our complaints.

17 MS. MACINTYRE: Asking for an e-mail response  
18 or a phone call, I've never gotten one. I didn't  
19 get receipts for I don't know how long that I was  
20 sending out the complaints. So they finally  
21 compiled them and sent them in one e-mail of  
22 about 6 to 800 complaints that I had filed and  
23 now I'm well over 2,000.

24 MS. NICHOLS: But they don't respond to the  
25 complaints. They just send you an e-mail that,



1       yes, we've received it. But they don't -- even  
2       though you ask for a call or an e-mail response,  
3       they don't do that.

4               MS. MACINTYRE: Yeah, you just get an e-mail  
5       receipt. So I'm not feeling like they're  
6       listening.

7               MS. NICHOLS: They're not.

8               MS. MACINTYRE: So I wanted to come here and  
9       finally a meeting where we can actually speak up.

10       Thank you.

11               MS. NICHOLS: You can add this to hers  
12       because she'll say the same thing.

13       We both got critical comments from our --

14               MS. MACINTYRE: No, I'm not going to -- no,  
15       no.

16               MS. NICHOLS: I am.

17               MS. MACINTYRE: All right. Go back to Sara.

18               MS. NICHOLS: You can go back to me.

19       We both -- I got critical comments from Next  
20       Door saying, what do you mean you can't come to  
21       this meeting and talk? Of course you can. And I  
22       said, no, that's not what your post in Next Door  
23       said. It said fill out this form.

24               MS. MACINTYRE: It said they advised to fill  
25       out the form first.

1 MS. NICHOLS: And I said, no, I want to come  
2 and be heard as a 22-year property owner whose  
3 quality of life is (indicating).

4 And it's the FAA that isn't listening.  
5 Broward County isn't either. But -- because I  
6 know that there were complaints years ago when  
7 easterly -- east taking off planes were sort of  
8 veering quickly to the north, so all of Harbor  
9 Beach, Rio Vista, they were complaining. And  
10 because that they're really wealthy neighborhoods  
11 and they have a better relationship with their  
12 representatives, the representatives made much  
13 more of a complaint and big deal out of it and  
14 the planes took off -- they were -- their routes  
15 were then back to what they were supposed to take  
16 off, not veering north. But because we're not a  
17 wealthy neighborhood, and I hate to say it that  
18 way, but it is true, they're just ignoring us.  
19 And it happens -- not here, it's happened in  
20 other parts of the United States. Thank you.

21 (Whereupon, a recess was had.)

22 MR. FERLAND: Tom Ferland, F-E-R-L-A-N-D.

23 And I guess my biggest complaint is, how in  
24 the world can they make a decision to fly over  
25 our houses overnight or over the weekend or

1       however quick it happened and it takes years to  
2       undo it? Why they can't just go back to the way  
3       it was and pause until they work out the details?  
4       It just seems totally absurd to me.

5             You know, it's like, okay, we made a  
6       decision, it's obviously ruined a lot of people's  
7       lives and we can't put it on hold and we've just  
8       got to sit here and put up with all this noise  
9       and craziness and wait for years.

10            I mean, we watch the planes. We hear one  
11       over our head, we look to the south, there's no  
12       plane on the south runway and yet the guy is  
13       turning right. There's no storms. There's no  
14       logical reason he can't just go a little further  
15       west. We had one of the controllers tell us,  
16       well, we have the traffic from Miami. Well,  
17       guess what, Miami Airport is, I believe,  
18       somewhere between three and five miles west of  
19       Fort Lauderdale. So if they're worried about  
20       those planes coming north, they're coming north  
21       three to five miles west. So our guys have  
22       plenty of times to go west before they turn  
23       north.

24            All the facts just don't add up to what  
25       they're doing. It just seems like they're just

1       -- you know, it's like a guy revving up his car  
2       in front of your house at 7:00 in the morning.  
3       Why is he doing it? Does it benefit him? It  
4       doesn't benefit us, but we can't do anything  
5       about it. Any normal situation we would call the  
6       police and get it involved. This we just have to  
7       put up with. This it just seems totally absurd  
8       to me how this thing has been handled.

9               They keep saying it's safety, but I don't  
10       believe it has anything to do with safety. It's  
11       expediency.

12              And we talk to pilots every time we fly, we  
13       make a point to tell the pilot of the plane, do  
14       you know what you're doing to us when you guys  
15       take off to the west? They have no clue. Nobody  
16       has told them a word about that. They have no  
17       idea they're ruining people's lives. They're  
18       just following the rule that they think they're  
19       getting from the FAA. They're doing what they're  
20       supposed to do.

21              So whether it has an effect on them, if they  
22       can do something because of what they've been  
23       told, I don't know. But that's one of the  
24       avenues I'm pursuing.

25              Anything else?

1 MS. TULLY: They're starting too early  
2 according to the guy over there. He's making it  
3 sound like the air traffic control guys are in  
4 charge of that situation. Who their bosses are,  
5 FAA or someone else, I don't know.

6 But it seems to me a couple more seconds to  
7 get the elevation up before you do your bank  
8 would be a lot better for our neighborhood. And  
9 why they're going directly over our house, I have  
10 no idea. That's a quick turn. They showed me  
11 the poster over there. See that red dot over  
12 there? That's us. The red dot is our  
13 neighborhood. The blue, where it shows the  
14 concentration of the takeoffs, we're right there  
15 and the blue is the part right in the beginning.

16 There's no reason for that. A little bit  
17 more to the west, you get more elevation, it  
18 would be a lot less noise and dirt.

19 Louise Tully, T-U-L-L-Y, and we both live on  
20 Marathon Lane.

21 (Whereupon, a recess was had.)

22 MS. PRIZLEE: My name is Jill, J-I-L-L,  
23 Prizlee, P-R-I-Z-L-E-E. I live at 2607 Key Largo  
24 Lane.

25 One of my main complaints is that the planes

1 cut a corner as they depart from the airport.  
2 And because it's a 24/7 hour airport it happens  
3 during the day, during the night. And what's  
4 most frustrating is when you're home on the  
5 weekends -- I work full-time. But when you're  
6 home on the weekends or vacation days or trying  
7 to be out in the pool, when they do cut the  
8 corner, meaning they're not going over 595, the  
9 highway, they are -- it's unbearable. You can't  
10 have a conversation with somebody standing two or  
11 three feet from you. You cannot barbecue on your  
12 deck. You can't hang out in the pool without it  
13 being entirely disruptive. And at one time I was  
14 doing the phone app, you know, reporting the  
15 noise, and it got so frequent and so maddening I  
16 had to stop. The frequency of the planes were  
17 occurring, during the peak times, every minute or  
18 less than a minute. And even if they weren't --  
19 they weren't in the same path, but they were  
20 maybe deflected a couple degrees, so I would see  
21 the plane and its belly some of them are very  
22 low, would go over my neighbor's house three away  
23 or over mine and then it would go the other way,  
24 three houses to the north over mine and then  
25 three houses to the south. And it's very



1 disruptive and my -- I cannot stop the planes  
2 from arriving and departing from the airport.  
3 I'm just asking that they stay linear east and  
4 west on the same runway and maybe not turn until  
5 they get at a higher altitude.

6 And if it means that we have to write the  
7 pilots personally and each of the airlines, I've  
8 been writing them down. Okay. Today was a  
9 Virgin, this one was a Spirit. Oh, now this is  
10 an Emirates. He loves seeing -- he has been  
11 counting the engines. I mean this has been a  
12 good hobby because he has been looking them up,  
13 my son here, has been looking up all the types of  
14 planes on the Internet. And most of them are two  
15 engines, but how many have we seen with four  
16 engines? But the two engines are the most  
17 frequent. We saw two recently. The ones that  
18 are really low and they are growling as they go  
19 up.

20 But my big problem is that I expect in the  
21 evening hours, just like they have city  
22 ordinances that obey the noise levels, you're not  
23 allowed to have construction or make any noise  
24 activity between certain hours, I would just hope  
25 that the planes could do the same. That's all.

1 And, you know, when they wake up from a sound  
2 sleep, you know, it not only disturbs me, but it  
3 disturbs them. And I don't think it's fair to  
4 the kids.

5 And, honestly, if I don't see an improvement  
6 in the next year or two, we'll probably leave.  
7 And maybe we'll go back to our other area on the  
8 east side now that we know where the permanent  
9 flight plans are. When we bought it was not like  
10 this. It's worsened. It was quiet the first two  
11 years we lived there and then it got  
12 progressively worse.

13 Okay. That's all I have to say.

14 (Whereupon, a recess was had.)

15 MR. PRIZLEE: My name is Earl Prizlee. I  
16 live at 2607 Key Largo Drive in Fort Lauderdale  
17 in Lauderdale Isles.

18 And I'm here today to complain about the  
19 noise over my home, and I do not feel and what  
20 I've observed is that the planes are actually  
21 conforming to what was approved in the EIS  
22 document and I think we need to do something  
23 different and there needs to be some kind of  
24 enforcement. So I'm hoping this study will look  
25 at the current conditions and analyze the

1 traffic, the plane traffic that's happening right  
2 now and decide whether adjustments need to be  
3 made. And I also would like to understand who is  
4 enforcing the planes. When a pilot is errant,  
5 off of the path, who actually tickets him or  
6 fines him or addresses the issue of people not  
7 following EIS as approved. So that's it.

8 (Whereupon, a recess was had.)

9 (Whereupon, no other attendees volunteered to  
10 put comments on the record and the proceedings  
11 were adjourned at 8:30 p.m.)  
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C E R T I F I C A T E

THE STATE OF FLORIDA)  
COUNTY OF BROWARD)

I, Timothy R. Bass, certify that I was  
authorized to and did stenographically report the  
requested portions of the foregoing proceedings and  
that the transcript is a true and complete record of  
my stenographic notes.

Dated this 20th day of November, 2017.



TIMOTHY R. BASS



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## **APPENDIX J-2**

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### Website Comments



Date	First-Name	Last Name	Location	Comment
12/5/18	Christopher	Crossley	Plantation	Just purchased home in Avon Heights need to stay connected to study. I was told I am not eligible for any noise mitigation programs need to know why
9/29/18	Edward	Rebholz	Fort Lauderdale (East)	I am a member of the Technical Committee, i was wondering when is the next meeting.
9/21/18	Ahmed	Chowdhury	Dania Beach	I bought the property #2290 SW 44th st,33312 June 2018. I didn't know anything about noise program until me and family started living that area. I have two boys are going school, they are complaining about noise to bother them to get sound sleep. Please consider us very seriously for thier studies. Thank you.
9/14/18	Barbara	Davila	Dania Beach	My name is Barbara Davila my address is 4437 SW 50th Street Dania Beach the noise is incredibly in my neighborhood daytime and nighttime my house shake the airplane fly to low over my roof I can't sleep at night my mother has 84 years old and complain all time she can't sleep I live in this area since 1979 and never been this way.
9/10/18	Barbara	Davila	Dania Beach	Is really hard to sleep in this area, late night and day time yesterday 12:11am and 12:16am my address is 4437 SW 50 STREET DANIA BEACH FL 33314 I m exasperated I am leaving in this area since 1979 but now is the worse please do something thank you
8/22/18	Khalil	Nasser	Fort Lauderdale (West)	I would like the Part 150 Committee to investigate how it was possible for Fort Lauderdale airport to arbitrarily change its westerly departure procedures for runway 28R starting in 2014, without conducting a Part 150 study! The departure heading changed from 270 to 290, not temporarily, not for a few flights in order to analyze impacts, but for the past 5 years, it has been permanent! How is this possible? We keep getting told by BCAD that no changes can be made to flight departure patterns without completion of the Part 150, and that keeps being the excuse given to residents and politicians as to why we can't go back to the original 270 departure. But using the same argument, then how come it was possible to change departures in the first place? !!! How was a change done in 2014 without any studies, nor regard for safety and un-necessary increased exposure of residential areas, rather than sticking to the commercial / industrial area under the 270 departure heading?

Date	First-Name	Last Name	Location	Comment
8/22/18	Khalil	Nasser	Fort Lauderdale (West)	<p>We need the part 150 to address the accuracy of flight tracks (+/- nm) especially the first 3 to 5 miles after takeoff, and adjust the analysis to the fact that way more planes are flying over Lauderdale Isles than it is actually recorded.</p> <p>I live on Nassau Lane, Lauderdale Isles, North of I-595, and we are greatly affected by the arbitrary change in west departures on runway 28R (used to be 27R) from the old departure of 270 to the new departure of 290 chosen without performing a part 150!</p> <p>Planes that depart on 290 tend to either drift, or make a turn north early, or both, crossing I-595 and flying right through our neighborhood. Every time we ask BCAD for tracks, they come back with tracks south of I-595. Either BCAD gives us the wrong track for wrong flight, or the tracks are OFF by 1 to 3 miles, that is all it takes. In this regard, the times I have spoken with BCAD, it has been useless, not addressing the residents concerns when it comes to the accuracy of flight tracks.</p> <p>I completely understand that when viewing a plane on a diagonal the flight track can be difficult to assess using plain eye-sight. But when a plane passes right over you, and you see the belly, the wheel compartment, etc... then there is no debate, it is pretty clear the plane is flying right over you, and your current location.</p> <p>Hence, I am convinced that the flight tracks have at least a 2 to 3 mile error. PLEASE CALIBRATED AND VERIFY ACCURACY OF FLIGHT TRACKS !</p> <p>I have asked BCAD the following questions, and because of their dismissal, I ask the Part 150 committee to respond to:</p> <ol style="list-style-type: none"> <li>1) Who provides the flight tracks, i.e. who operates the equipment the generates the flight tracks ?</li> <li>2) When was this equipment and method for flight tracks calibrated? Who often does it need calibration?</li> <li>3) What is the accuracy of these flight tracks? Is it possible that 90% of flights shown parallel to I-595 on the south side to be actually flying north of I-595 ?</li> <li>4) When is the Part 150 study actually deploy human observes and equipment into our neighborhood to actually calibrate these flight tracks and show that a considerable amount of air traffic is going through our neighborhood..... even past 10:30PM when the south runway is closed !!!!</li> </ol> <p>PLEASE CALIBRATED AND VERIFY ACCURACY OF FLIGHT TRACKS !</p>

Date	First-Name	Last Name	Location	Comment
7/25/18	Ahmed	Chowdhury	Dania Beach	Hi, my property address 2290 SW 44Th st,33312. I just recently purchased that property last month. I didn't know about noise program. I found out this property never registered to participate to get impact windows and doors. But noise comes in at day and night. I need your consideration to see what can be done and thank you.
7/13/18	Khalil	Nasser	Fort Lauderdale (West)	From 11:40pm onwards, today July 12th, planes are departing on 28R with a 290 to 300 heading... why? with the south runway closed... WHY IS FLL ISSUING 290 DEPARTURES RATHER THAN 270 !!!!!!!!!!!!! THIS KEEPS HAPPENING AGAIN AND AGAIN... IT IS MID NIGHT !!!! CLEAR SKIES !!! WHY THE TOTAL DISREGARD!!!!
6/29/18	Khalil	Nasser	Fort Lauderdale (West)	Sometimes flight tracks supplied by BCAD do not match ground observations, and I refer to major differences, as in a flight shows departing below I-595 with a heading of 290 in the flight tracks, while visual observations of the underside (belly) of the plane at a location north of I-595 makes the flight track inaccurate, with a heading clearly north of I-595. Can Broward county citizens obtain historical data of flight tracks directly from the FAA? When was this flight tracking system last calibrated? How accurate is it?
6/27/18	Susan	Knight	Other - Pembroke Pines	Is the flight track information given to citizens the same as the information handled by ATC at KFL? from the same source? For several months, the noise created by airplanes flying overhead during early morning hours has been very disruptive to being able to sleep to a reasonable hour. I have begun keeping a log and have recorded numerous planes as early as 4 am and several on a regular basis beginning at approx 5 - 5:30 am. Not only do the planes awaken you, but it is nearly impossible to fall back asleep as the planes start coming every 5 minutes or so beginning at around 5:30 am. This regularly occurs any day of the week including weekends. This has severely affected our quality of life living here as almost daily we do not get adequate sleep. Although, the early morning flights are disruptive to our sleep and therefore, the most concerning, the plane noise during the day is pretty much non stop. During the time that it took for me to write this, there have been at least 4 or 5 planes flying by, however, they sound like the smaller planes from Perry Airport which is a few miles away. When you add that to the big planes that are awakening us during the morning hours, I would say that the airplane noise in this area of Pembroke Pines should be addressed. We live just north of Pines Boulevard between Douglas Road and Palm Avenue in Pembroke Pines (33024).

Date	First-Name	Last Name	Location	Comment
6/8/18	Michael	Sartin	Dania Beach	I essentially made up my responses to "What would you like the Part 150 Study to address about aircraft flight activity at FLL," however, I do live in Dania Beach. Thirty or forty years ago I held a private pilot's license and I was somewhat surprised to hear from two people that "airplanes accelerate when they land." OK, I'll admit to having dragged a Cessna 130 in a few times, but, obviously, airliners do not accelerate after landing. I would like to participate as an audience member at the next "Part 150" noise study meeting. I rarely hear aircraft at the airport and the last time I flew into FLL as a passenger, I looked out the window to see if I could see The Bahamas. I don't know whether or not the extended final was due to traffic or noise abatement, but we barely made any noise. As a bit of a math nerd I'd also like to know how dB are "averaged" to achieve DNL levels. Are the dBs converted to natural numbers, averaged, and then put back in to logarithms? Mike Sartin, 754 581 0158
6/6/18	Michael	Sartin	Dania Beach	Except for the fact that I live in Dania Beach, my first two comments check above are not relevant. I received a low resolution copy of "High Noise Events" at the Griffin Neighborhood Association last night and the person who gave it to me provided a URL that does not work. I'd simply like access to the website. You may email me at mikesartin@gmail.com, send me snail mail at 746 SW 3RD ST, Dania Beach, FL 33004. My analysis, based on the limited data that I could read on the copy seems to suggest that airliners make more noise when they take off than when they land and that the closer one is to FLL, the louder the sound would be. I would like to see the original data because what was handed to me seems completely ambiguous. I have a pilot's license and I honestly don't need a "study" that tells me airplanes make more noise at the airport when taking off, but as someone with a degree of knowledge about physics and aviation, I'd like to see the original data. You may call me at 754 581 0158.
5/10/18	Neil	Smithson	Fort Lauderdale (East)	I would like to attend the meetings. Is it possible to be notified when they are scheduled? Neil Smithson



Date	First-Name	Last Name	Location	Comment
5/9/18	Ralph	Guglielmo	Plantation	<p>Every night this month I am hearing flights pass over my home after the 11pm hour, this is not ideal. I have watched a flight pass by at a average of every 5 minutes from 7am - 11:30pm. This is by far excessive!</p> <p>My understanding is that my home is in the direct path of the "rectangle" for ft lauderdale airport, however can we look at moving that path further west past sawgrass where there are no residential homes effected? Being part of a prominent community with constant air traffic is far from desirable. I would believe that this study can conclude that the minimal cost to divert the flight path as far from residential areas would be beneficial to those residents for dealing with the irritating noise and in turn if any emergencies happen, there would be minimal casualties if a flight crashed down into a swamp compared to a row of homes. A win-win situation! Thanks for your consideration, Ralph</p> <p>Good morning, I am performing a noise study on a site located within the vicinity of the North Perry Airport. I was wondering if the noise study has been able to confirm noise contour lines for the airport? If not, I found a study from Grenier Engineering Services (1980) that states levels of 65 dB (decibels) and greater are limited to the airport boundaries. Is this still an accurate interpretation of the noise levels?</p> <p>Any help you can provide would be greatly appreciated!</p> <p>After speaking to Winston Cannicle, the airport's noise officer, turns out my home is right in the path of direct air traffic to the FT Lauderdale airport. Due to the increase in travel, there seems to be a plane passing by once every few minutes. As you can imagine this noise has been very disruptive to me and my family. In fact I have a toddler that gets woken several times every night by the rattling &amp; volume. I cannot have a conversation outside my home without stopping each time a plane passes. My wife's hair is falling out from the stress and anxiety of buying this home without knowledge of the planes constantly passing over.</p> <p>Seeing how the assistive program does not cover my area for noise suppression, this is my only hope. Please take a long hard look at what can be done to lessen or better yet move the path to another area. From my understanding, even though I am new to the area, this has been going on for years. I think it's time for others to deal with this nusaunce. If there are any other ways to address this concern, be sure to contact me at 954-806-3736.</p> <p>Thanks, Ralph</p> <p>The aircraft noise is constant. Please try to find a solution that will work for everyone involved.</p>
4/17/18	Meagan	Clark	Other - Virginia	
4/5/18	Ralph	Guglielmo	Plantation	
3/15/18	Noemi	Perez	Plantation	

Date	First-Name	Last Name	Location	Comment
2/4/18	Gary	Luedtke	Dania Beach	<p>It was the late 80's when FLL expanded its main runway, &amp; Broward purchased the adjacent Ravenswood homes, then converted the area to more-lucrative, commercially-successful Port 95.</p> <p>When likewise lengthening its south runway, the 1995 Interlocal Agreement stated that mitigation would be per "the preference of the affected residents". Polled, its lesser-than-Ravenswood parcels preferred "relocation", defined as being moved to a like-home elsewhere in the county.</p> <p>To finance the relocations, the FAA approved FLL increasing each departing Passenger Facility Charge \$1.50, sufficient to cover &amp; per Broward "walled-off, not to be mingled with construction funding".</p> <p>18 years later, the Interlocal was reneged, &amp; replaced by terms of remaining directly below the final approach; with partial, alternate mitigations. The accumulated PFC relocation-funding was redirected to construction.</p> <p>The result is the ~ 2,500 neighboring residents, of mostly Florida ocean-access homes, are to be isolated indoors.</p> <p>Even thru new windows, the average overflight's 85 dB approach disrupts a city-block, &amp; continues another block beyond.</p> <p>But better than being in these predominantly waterfront yards, where exposure to the average 85 dB overflight prohibits conversation, &amp; is defined as being harmful to hearing.</p> <p>Part 150 is the vehicle to renege the now-4-year renege, &amp; revert to the '95-'13 Interlocal Agreement the adjacent incompatible 65 DNL victims relied-on for 18 years... to "like-residences elsewhere in the county... unaffected by airport operations".</p> <p>CLOSE, meaning RUNWAY LIGHTS OFF, 9p to 9am; the south runway as it was from ~1991 to 2013.</p> <p>Can it be done now?</p> <ul style="list-style-type: none"> <li>• just think of the times FLL uses just one runway overnights when one runway's under maintenance.</li> <li>• look at current operations reports, all showing one runway sufficient those hours</li> </ul>
2/3/18	Gary	Luedtke	Dania Beach	

Date	First-Name	Last Name	Location	Comment
2/3/18	Gary	Luedtke	Dania Beach	<p>2/3/18, 3:45 am wake-up</p> <p>That pilot and/or airline, are exactly what either the ANAC, or Part 150, should establish hefty financial penalties to.</p> <p>Into a dedicated fund, which annually gets divided by 857 &amp; distributed to those homes in the 65 DNL.</p> <p>The pilot &amp; airline because regardless if MIA FAA Controllers vector it to the south runway, the pilots</p> <ul style="list-style-type: none"> <li>• know they're going to roar &gt;90 dB over a thousand homes adjacent to the south runway</li> <li>• know that FLL has requested the overnight curfew of south-runway landings</li> </ul> <p>and can, &amp; should request being side-stepped to the main runway instead.</p> <p>To Whom It May Concern,</p> <p>I'm a resident of Forest Ridge in Davie, specifically the Old Orchard section. Thank you for completing this study, and hopefully, reducing the FLL noise impacts in my area.</p> <p>I'm specifically concerned about West to East arrivals on the north runway. They're happening late into the night, and most disturbingly, in the early morning hours (4-7am). It's disrupting my family's sleep and that of my neighbors. I realize we live in somewhat close proximity to the airport, but some respect for local homeowners would be appreciated. Why not have all late evening and early morning arrivals come in East to West over the ocean, thereby reducing noise impacts to residents? Or, as in the case of a number of other US cities, prohibit extremely late and very early activity (perhaps 11pm-7am)?</p> <p>I also would like to suggest a more even balance of West to East and East to West flow. As I understand it, West to East accounts for something like 80% of traffic. East to West is far less disruptive to my area, although I realize the takeoffs East to West may impact others. Why not split it evenly to be fair to all? Thanks in advance for your consideration.</p> <p>In continuation of my previous email, I would like to point out that i've already reached out to the noise complaint staff &amp; was advised that my house is not part of noise mitigation area &amp; was directed to contact this site for more information about the new study. I would like to know about the detail &amp; meeting schedules if it's open to the public. Thanks.</p>
1/29/18	Josh	Hayer	Davie	
1/2/18	Su Jin	Hwang	Davie	

Date	First-Name	Last Name	Location	Comment
1/2/18	Su Jin	Hwang	Davie	Since the opening of concourse 4 at FLL, it's noticeably changed the noise level at my house located at 3971 SW 72nd Way, Davie, FL 33314. The arrival & departure air crafts directly / near my house skyline contributes unbeatable noise even in the house after closing all doors/windows. I've also noticed it's more dustier than before. We can't even think of sitting in a screened back patio to enjoy the cool weather in winter time anymore. The noise continues until around 1am and pick it up again around 5am. It doesn't provide enough time my house hold to rest well. See attached Could you provide me with your community outreach plan? How do you advertise public meetings? Could I please be put on the list. I own a home in the Villas at Harbor Isles just south of Griffin Road and was not notified of the meetings in November. I would like to understand how you notify the public of these meetings.
12/21/17 12/15/17	Stephen Karen	Lynch Warfel	Plantation Dania Beach	The departures westbound have a significant adverse impact on the Villas at Harbor Isles. I understand that I live next to an airport and the noise does not bother me except the westbound departures on the south new runway. Those are extremely loud to the point of vibration in my home. This impact was not here prior to the new runway and should be mitigated. Although they are not often, only when a front comes through, they are extremely disturbing to sleep and activity around our homes. If you are outside talking you need to stop because it is so loud. I am not against the airport or the planes. I enjoy living so close to the airport, however these new impacts caused by the south runway need to be mitigated.
12/15/17	Karen	Warfel	Dania Beach	I would also like to know how you send notifications for meetings. I did not find out about the November meetings until after the fact and from another city that they had happened. I would like to get on any list that exists. I have submitted frequent complaints over the years for low flying aircraft over my home in plantation since 2014. I wish these aircraft could take a steeper takeoff pattern and follow 595 out the everglades before they turn north and hit the afterburners. Pilots lean on that stick to point north during western takeoffs as soon as the wheels are up. Each takeoff is different they all follow a different path. To make the problem worse my house only rattles from the roar of the engines when the weather is the best. Flights take off west generally during the winter months which is the best time of the year. We can't even open our windows when the flights are coming west. I get when there is a storm or some strange weather going on in the area but plane after plane after plane when the weather is below 75 is the worst.
12/4/17	Joseph	Layne	Plantation	

Date	First-Name	Last Name	Location	Comment
11/29/17	Meghan	Emerson	Plantation	<p>West bound aircraft departures are a nuisance. When the planes fly out West, they fly low, frequently and make early Northbound turns, which increases the amount of time the noise can be heard. On these days, you can't enjoy a day outside or even peace and quiet inside of your own home. Commercial aircraft noise can be heard as early as 5:00am and as late as midnight, which is a major sleep disturbance.</p> <p>In addition to the noise, the planes leave behind black soot, which coats our roofs, pools, and other outdoor items. I am constantly cleaning up after these planes. Also, I am unsure of the effect that the soot has on your health, but I have noticed that it causes my allergies to flare up.</p> <p>The departures over the populated neighborhoods West of the airport agree that this flight pattern is a nuisance, but we are also concerned what this will do to our property values. What was one a peaceful neighborhood, is now an aircraft highway.</p>
11/27/17	Joseph	Mercogliano	Plantation	<p>Please address that since the new south runway, planes taking off to the west and landing from the west now travel directly over Plantation when they never did before. There is no logic that those planes using the north runway cant travel west over I-595 before making their respective turns over the Everglades. Thank you.</p>
11/24/17	John	McCrea	Plantation	<p>Two things were very important to our decision to purchase a home in Plantation, Florida. One was the orientation of the home to maximize the trade winds. The other was to avoid airplane noise. At the time of our purchase in March of 2009, both issues were studied and approved. Since the expansion in 2014 of the south runway the airplane noise has increased to unacceptable levels. Most of time the planes approach for landing, east to west, right over our house. Our home is located at Nob Hill and Sunrise Blvd. As well as increased noise, we are experiencing huge increases of plane frequency. This increase is day and night. We experience traffic up to about 2:00 am. Then their is about a two hour window of quiet. But at 4:00am, the noise starts up again. Why can't the planes make their approach and turn towards the FLL airport over the everglades? Are these changes a result of NextGen? We did our due diligence before buying our home, apparently the citizens of Broward don't matter. All you read about is growth and expansion at the expense of your current citizens.</p>

Date	First-Name	Last Name	Location	Comment
11/23/17	Janet	Brady	Plantation	<p>It has become impossible at times to enjoy weekend sleep-ins with the windows open, as we used to, or to sit outside with guests and enjoy our outside areas as it used to be before the opening of the new runway! This is not good for our property values.</p> <p>Why do planes have to veer off over Plantation after take-off? Why can't they go straight out to the Everglades and then make their turn, just as they do when they arrive? Every time I have ever arrived in FLL the plane goes way out to the Everglades, makes a turn and comes back straight in over the canal between Orange Dr. &amp; Griffin Road. Takeoffs could be the same way!!!</p> <p>Please do something about this situation. This is NOT the same peaceful and beautiful Plantation we moved into years ago.</p> <p>I noticed an increase of planes flying over our home in Plantation. Two just flew by while typing this. Why the increase. Hopefully it is temporary.</p> <p>It gets noticeably noisy in the evenings... very disrupting at the end of the day when u are trying to relax outside your home</p> <p>Flights are loud and aircraft depart every minute. They fly so low over house so that noise penetrates hurricane windows. Starts early on weekends.</p> <p>Doesn't happen all the time so there should be alternatives.</p> <p>Terrible noise too often.</p> <p>The airplanes coming in and taking off are a nuisance when one is trying to sleep at normal hours. This is assuming that one was able to go to sleep without the noises bothering them from the night before. I can deal with the occasional fly by during the day, but at 6AM?!?! It wasn't the case when we bought our home and had we known this would happen, we wouldn't have.</p> <p>We can't afford the storm windows to block the noise, not that it matters if you want to enjoy outdoor living here!</p> <p>We live in Plantation (west of Turnpike, east of University Drive) close to 595. Our neighborhood experiences very high noise levels throughout the day due to planes flying overhead. We experience the noise mostly on the weekends when we are home. The noise is so loud at times that we step outside of the house to ensure a plane is not experiencing technical issues near our home. Can something not be done to alter the flight patterns of incoming and departing planes to another area? Also, why are planes flying what appears to be very low when they have yet approached the airport. There should be a regulation on how soon a plane can commence descending, especially, when flying over a residential area.</p>
11/22/17	Donna	Russo	Plantation	
11/20/17	Beverley	Tai Binger	Plantation	
11/19/17	Bernadette	Peters	Plantation	
11/19/17	Maria	Avila	Plantation	
11/19/17	Kim	Huynh	Plantation	
11/18/17	Monica	Casado	Plantation	

Date	First-Name	Last Name	Location	Comment
11/18/17	Ileana	Weider	Plantation	We have lived in this home for 20 years. Not until the last few years did we notice the loud and low flying planes. We live in a nice house and I am sure our property value will diminish if people got how noisy it is over our home. We purchased accordion shutters 15 years ago so we are not able to afford hurricane glass. Certain times of year the noise gets much worse and starts around 6 am. I am not sure why the planes can not make the turn 2 miles west of my home where there is only commercial buildings or go out east and turn over Atlantic. In addition we have to clean our tile roof every year from the plane soot which is pricey and not good for our roof. Please address this situation. Thanks
11/18/17	Becky	Barstow	Plantation	Airplane traffic has increased over Plantation. We live about 3/4 of a mile North of 595 just East of University Drive. We moved AWAY from Davie in Forest Ridge off of Pine Island/Nova Drive specifically because of the airplane noise and it seems it has followed us to Plantation since the opening of the new runway. Very disappointing, especially since Winter is here and we won't be able to keep the windows open or enjoy sitting outside.
11/17/17	Demetra	Lentzos	Davie	Cannot sleep past 6am on many mornings
11/17/17	Victor	Lehoczkzy	Davie	The increase in noise is exponentially greater. Noticeably in the early AM mostly
11/17/17	Amanda	Spartz	Plantation	When the wind is coming from the southwest, west or northwest airplanes come right over the house - outbound - waking me out of a sound sleep. Then you have to go to sleep to the same noise. I work out of my home and i need to apologize for the airplane noise when my doors and windows are CLOSED. It is one right after another with only a few minutes of quiet in between. It gives you headaches.
11/16/17	John	Serko	Plantation	The solution to this is so simple. When the winds are out of the West and the planes take off to the West, they simply keep flying due West over 595 until they reach the Everglades before they make the turn North. Reverse the process for landing West to East - make the approach begin over the Everglades and over 595, instead of the short cut approach over Plantation.



Date	First-Name	Last Name	Location	Comment
11/16/17	Mr. & Mrs. Howard	Frank	Hollywood	With the new Runway Banner Planes have been pushed South. Question are these flights being watched on Radar ? Our Home is 300 feet from the Intercoastal. About 1000 feet from the Western Diplomat Landing. Has the FAA Addressed the Fly Over Banner Aircraft Noise levels from these low level flights? It appears the more engine noise more people will look up ? The Banners turning should be redirected and turned around off shore for safety. How close do they come to a flight path ? Many flyovers come from the Broward County Pennbrook Pines Air field. How many Banner accident crashes last year? We feel all surrounding areas should be addressed. Howard & Eleanor Frank 948 Harborview N Hollywood, FL 33019 TEL. 954 455 1770
11/16/17	Nancy	Mccrea<	Plantation	After the new runway was built, my life has changed for the worse. My husband and I worked and saved all of our lives to retire in FL. Too bad, it is not at all relaxing, or quiet. It is a shame that this has happened, and if their are no changes made, I am out of here. Planes roaring over our house from early morning to late at night is horrible. Obviously, you care more about arriving tourists, than taxpayers who call this home. We have spent over 30,000.00 in home improvements trying to make the situation better (hurricane windows, attic insulating sound barrier, etc.), to no avail. It is just too loud! My address is 1620 NW 99th Ave. 33322. I attended the meeting in Plantation on 11-15-17. Please help.
11/16/17	Patrice	Villalobos	Plantation	We lived here for 5 years come this Thanksgiving and it's very noticeable that there has been a tremendous increase of flights over our area Fig Tree Park. That thunderous sound in the wee hours gets to be upsetting, and it's a sound one can't get use to. On the weekends when we should be able to sleep in late we are woken up by it! We are not only speaking about the noise pollution but the filth the planes bring to our neighborhoods when the planes fly low.
11/16/17	Diane	Barron	Plantation	We've definitely noticed an increase in aviation traffic and noise, particularly after the new runway was opened. It also seems aircraft are at times flying extremely low, greatly increasing the noise and intrusion. I'm in the area just North of Broward Blvd and just West of Nob Hill Road. Any abatement would be greatly appreciated.

Date	First-Name	Last Name	Location	Comment
11/15/17	John	Anderson	Fort Lauderdale (West)	<p>My comments specifically address the assignment of a 290 heading to jet departures on a west operation. My family has lived in Lauderdale Isles since 2001. We realized that west departures were straight out and accepted it without any problems. BUT in the past three years, a living hell has been thrust upon our neighbors and us. Without study. Without consideration for residents. Without concern for the children living, studying, and playing in this area. The FAA has changed their departure procedures, ignored an existing informal noise abatement procedure, and routed a majority of jet departures over our once calm neighborhood. The effects are very noticeable. Often every few minutes a jet will be assigned a 290 heading which places the turbojet vastly closer to, if not over our home. Making it impossible to enjoy our property. Even inside much less the outside. We have worked so hard to enjoy. Our children ask for the noise to stop as it is their bedtime. Pets exhibit signs of stress and panic. Simple conversations with our neighbors become impossible unless we yell into one another ears.</p> <p>I worked hard to provide for my family only to have it snatched away by the FAA in a poor, inconsiderate, harmful move benefiting the airlines. While robbing from us. Before you think I am over reacting with the last statement I can provide appraisals showing a loss of value from the time just prior to implementation to a period a little over a year later. While the rest of Broward county home values increased. Ours greatly decreased.</p> <p>While the FAA may state that the 290 heading is necessary for the expeditious movement of aircraft. The vast majority of departures are not simultaneous, but single. And could easily be assigned a 275(standard) heading. This could minimize any impact and save our quality of life. Even a sole heading of 275 could be reinstated with no or very little impact on departure delays. The FAA flatly refuses to even try.</p> <p>As Winston Cannicle, FLL noise abatement officer, can attest our neighborhood is bearing the brunt of this seizure of our homes. Noise complaints are rising off the charts and often controllers will assign even further turns for go arounds. Or windage will push the jets over our homes. Exactly what the "noise consultant" from Boston swore would "never happen."</p> <p>In conclusion, this addition of a 290 heading adversely affects our home, neighborhood, schools, churches, parks, and enjoyment of our property. I feel strongly that it should be pushed back to the south. The 290 heading is a costly mistake, while the 275 heading allows for jets to depart over industrial properties more suited to adsorb the noise.</p>

Date	First-Name	Last Name	Location	Comment
11/15/17	Richard (Dick)	Cahoon	Fort Lauderdale (West)	<p>Regarding the study's consideration of noise averaging, it would be helpful to ask whether a low average would make up for a violent wake up by even one plane at 5:54 am. Or, How would someone like an average of only one air horn blast daily from his neighbor, even though the average noise level for the day would be much lower.</p> <p>Or,</p> <p>How many days of no activity would be required to average away the pain level following a pulled tooth without anesthesia? Or to average away the noise from the screams resulting from such pulled tooth?</p> <p>Or,</p> <p>How can the study talk about noise average when the sound is not averaged for our ears. Rather, our ears are ASSAULTED for 30 seconds or longer during westerly departures that veer north from 275 heading, followed by silence until the next air assault. The next assault often occurs within one or two or so minutes, and sometimes we get some relief for several minutes between noise assaults.</p> <p>THE POINT IS AVERAGING IS ABSURD.</p> <p>Averaging is just another of the many ways the faa tries to use to distract from the noise imposed by its narrow focus on airplane departures without regard to the tragedy on the ground.</p> <p>When we cannot hear ourselves think, let alone talk or hear at times when planes are overhead.</p>

Date	First-Name	Last Name	Location	Comment
11/12/17	Peter	Sheridan, Jr.	Fort Lauderdale (West)	<p>Part 150 Comments: My wife and I have been residents of Lauderdale Isles on Key Largo Lane, Fort Lauderdale 33312 for over 53 years.</p> <p>Our neighborhood has become severely impacted by unbearable aircraft noise and constant overflights since the departure procedure for the North runway changed. We were told by officials of BCAD and the FAA that the change from 270 degrees to 285 degrees was necessary for safety reasons for simultaneous departures from the South and North runways. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. Page 6C-20 of the EIS 2008 states: "Runway 9L/27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures". [emphasis added] Note that based on the Miami Air Traffic Control Tower (ATCT) and Fort Lauderdale ATCT letter dated August 3, 2015, Page 3, the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].</p> <p>There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document. ALSO these new departures were implemented with no public input from our community and the EIS 2008 does not address the noise levels over our community if new departure procedures are implemented. As a matter of fact, there was only one noise reading taken, see Appendix H, Page H.1-6 TM29 during the EIS 2008 for an arrival on Tortugas Lane.</p> <p>Also, on August 3, 2015, Kent George stated in his letter to the mayor of Fort Lauderdale, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)". THIS IS NOT WHAT HAPPENS IN REALITY!! Airplanes start turning while they even do not reach the end of the runway.</p> <p>To conclude, the airplanes fly over our homes when there is no simultaneous departure. Airplanes make turns before they even reach the end of the runway. Airplanes take off very frequently on 290 heading from the South and North runways, which suggests that they are staggered. Since the departures are staggered on 290 headings why are they not staggered on 275 headings?</p> <p>Above all, as we repeated from the beginning, we need a waypoint directly west on each runway at the Turnpike in order to avoid airplanes turning prematurely right over our homes.</p>

Date	First-Name	Last Name	Location	Comment
11/12/17	Joan	Sheridan	Fort Lauderdale (West)	<p>Part 150 Comments:</p> <p>My husband and I have been residents of Lauderdale Isles on Key Largo Lane for over 53 years. Our neighborhood has become severely impacted by unbearable aircraft noise and constant overflights since the departure procedure for the North runway changed. We were told by officials of BCAD and the FAA that the change from 270 degrees to 285 degrees was necessary for safety reasons for simultaneous departures from the South and North runways. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. Page 6C-20 of the EIS 2008 states: "Runway 9L/27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures". [emphasis added]</p> <p>Note that based on the Miami Air Traffic Control Tower (ATCT) and Fort Lauderdale ATCT letter dated August 3, 2015, Page 3, the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic]. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document. ALSO these new departures were implemented with no public input from our community and the EIS 2008 does not address the noise levels over our community if new departure procedures are implemented. As a matter of fact, there was only one noise reading taken, see Appendix H, Page H.1-6 TM29 during the EIS 2008 for an arrival on Tortugas Lane. Also, on August 3, 2015, Kent George stated in his letter to the mayor of Fort Lauderdale, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)". THIS IS NOT WHAT HAPPENS IN REALITY!!! Airplanes start turning while they even do not reach the end of the runway.</p> <p>To conclude, the airplanes fly over our homes when there is no simultaneous departure. Airplanes make turns before they even reach the end of the runway. Airplanes take off very frequently on 290 heading from the South and North runways, which suggests that they are staggered. Since the departures are staggered on 290 headings why are they not staggered on 275 headings?</p> <p>Above all, as we repeated from the beginning, we need a waypoint directly west on each runway at the Turnpike in order to avoid airplanes turning prematurely right over our homes.</p>

Date	First-Name	Last Name	Location	Comment
11/9/17	Jacqueline	Zumwalt	Fort Lauderdale (West)	<p>These planes wake you out of a sleep when the take off over Lauderdale isles They also at times cause vibration</p> <p>I have also noticed planes arriving on a path over our neighborhood. Which although not as noisy as takeoffs it is of great concern to the families living beneath this new path. further south is a more industrial area that the planes arrive on and used to take off on. I don't understand why they changed, to fly over our community. This is South Florida we enjoy our outdoor living all year long. When the planes fly over our properties</p> <p>They effectively take away our right to quiet enjoyment of our property.</p> <p>You have the power to let our community enjoy our properties and future generations to experience and enjoy this old Florida waterfront neighborhood as previous owners have for the past sixty years. Please Save our homes and community!</p>
11/6/17	Melenrita	Main	Other - Lauderdale Isles	<p>Please enter my comments into the official record of the Part150 Airport Noise Compatibility Planning Study currently conducted for the Fort Lauderdale-Hollywood International Airport, and request that all future meeting notifications for Public Input are sent to my email address: melyn.main@yahoo.com</p> <p>I live in the Lauderdale Isles neighborhood, we are now severely impacted with unbearable aircraft noise and constant low overflights now that you route these enormous departure jets our way, often right over the tops of our homes. You have essentially moved our homes right under the runway when you do this! We did not purchase homes under the runway, but you have now moved us there, you and your pilots who are anxious to get flying northbound right away!</p> <p>I formally request that you figure out how to fly departing westbound traffic so they fly straight off the runway bearing 275 and do not course change until the aircraft reaches at least a 3000-foot altitude.</p> <p>You safely fly aircraft right now bearing both 275 and 290, certainly with today's modern technology you can figure out how to fly aircraft safely bearing 275--you're doing it today! Please do this, because it is NOT right that you have now moved our homes directly under your runway, and it's not right that the pilots' banking HARD right angling to get northbound parallel to I-95 as soon as they can! We cannot carry on conversations while these mammoth jets thunderously fly overhead. We live here, this is not healthy.</p> <p>Melenrita Main 2524 Nassau Lane Lauderdale Isles, FL 33312</p>

Date	First-Name	Last Name	Location	Comment
11/6/17	Mark	Main	Other - Lauderdale Isles	<p>Please enter my comments into the official record of the Part150 Airport Noise Compatibility Planning Study currently conducted for the Fort Lauderdale-Hollywood International Airport, and request that all future meeting notifications for Public Input are sent to my email address: noise@markmain.com</p> <p>I live in the Lauderdale Isles neighborhood, we are now severely impacted with unbearable aircraft noise and constant low overflights now that you route these enormous departure jets our way, often right over the tops of our homes. You have essentially moved our homes right under the runway when you do this! We did not purchase homes under the runway, but you have now moved us there, you and your pilots who are anxious to get flying northbound right away!</p> <p>I formally request that you figure out how to fly departing westbound traffic for runway 28R so they fly straight off the runway bearing 275 and do not course change until the aircraft reaches at least a 3000-foot altitude.</p> <p>You safely fly aircraft right now bearing both 275 and 290, certainly with today's modern technology you can figure out how to fly aircraft safely bearing 275--you're doing it today! Please do this, because it is NOT right that you have now moved our homes directly under your runway, and it's not right that the pilots' banking HARD right angling to get northbound parallel to I-95 as soon as they can! We cannot carry on conversations while these mammoth jets thunderously fly overhead. We live here, this is not healthy.</p> <p>Mark Main 2524 Nassau Lane Lauderdale Isles, FL 33312</p> <p>With winds from the east, ALL arrivals start very far out due west and proceed south of I 595 directly onto the runway. When winds are from the west, all departures should proceed straight out westward from the runway at least for 3 miles or until they reach the big interchange with the Florida Turnpike near US 441 before turning north. In the last two years or so, the faa tower has given pilots headings that bring them directly over our houses just north of the end of the runway. Then sometimes the faa sends planes due west, south of I-595. Then sometimes not. They should NEVER COME NORTH OVER OUR HOMES!</p>
11/6/17	Richard	Cahoon	Fort Lauderdale (West)	



Date	First-Name	Last Name	Location	Comment
11/6/17	Lindsey	Woodruff	Fort Lauderdale (East)	<p>I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway.</p> <p>This is due to the original departure heading being changed from 275 to 290.</p> <ol style="list-style-type: none"> <li>1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for simultaneous departures from the South and North runways.</li> <li>2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".<sup>1</sup> This is not being complied with.</li> <li>3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation during simultaneous departures".<sup>2</sup> [emphasis added].</li> <li>4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.<sup>3</sup></li> <li>5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.<sup>4</sup></li> <li>6. These new departures were implemented with no public input from our community.</li> </ol> <p>HOWEVER, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures: Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation. Numerous departing flights on the north runway are still assigned the 275 heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation.</p> <p>As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290</p>

Date	First-Name	Last Name	Location	Comment
				<p>heading is used strictly for convenience and NOT FOR SAFETY.</p> <p>- The tower is able to assign these headings because it staggers the takeoffs And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures. Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.</p> <p>1 Letter from Kent George to Mayor Jack Seiler, August 3, 2015. 1 Environmental Impact Study 2008, Page 6C-20:</p> <p>"Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".</p> <p>3 EIS 2008: Appendix H, Page H.1-6 TM29</p> <p>4 Miami ATCT and Fort Lauderdale ATCT letter dated August 3, 2015.</p> <p>Also states, Page 3, "the 290 (west) heading must be used for all departures to gates</p> <p>I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.</p> <p>1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for simultaneous departures from the South and North runways.</p> <p>2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)". 1 This is not being complied with.</p> <p>3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation during simultaneous departures".2</p>
11/6/17	Joni	White	Other - Lauderdale Isles	

Date	First-Name	Last Name	Location	Comment
				[emphasis added].
				4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS; for an arrival on Tortugas Lane. <sup>3</sup>
				5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document. <sup>4</sup>
				6. These new departures were implemented with no public input from our community.
				HOWEVER, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:
				- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
				- Numerous departing flights on the north runway are still assigned the 275 heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation
				- As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.
				- The tower is able to assign these headings because it staggers the takeoffs.
				And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.
				Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.
11/6/17	Rodney	Jamison	Fort Lauderdale (West)	Redirect westward bound flight paths.
11/6/17	Thierry	Richter	Fort Lauderdale (West)	With a westerly operation (wind out of the west), North runway (27R) departures (assigned 290° heading) fly over our neighborhood at low altitudes (worse with southerly winds) causing sleep disruption as well as lessening our quality of life due to the level of noise.

Date	First-Name	Last Name	Location	Comment
11/5/17	Richard	Cahoon	Fort Lauderdale (West)	<p>Comment for the BCAD Part 150 Study</p> <p>I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address. My Name &amp; Address: Richard Cahoon, 2460 Cat Cay Lane, Fort Lauderdale, FL 33312 My email address: BchProp@mac.com</p> <p>I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.</p> <p>1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for simultaneous departures from the South and North runways.</p> <p>2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)". 1 This is not being complied with.</p> <p>3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation during simultaneous departures".2 [emphasis added].</p> <p>4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.3</p> <p>5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.4</p> <p>6. These new departures were implemented with no public input from our community.</p> <p>HOWEVER, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:</p> <ul style="list-style-type: none"> <li>- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation</li> <li>- Numerous departing flights on the north runway are still assigned the 275</li> </ul>

Date	First-Name	Last Name	Location	Comment
				<p>heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation</p> <ul style="list-style-type: none"> <li>- As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.</li> <li>- The tower is able to assign these headings because it staggers the takeoffs.</li> </ul> <p>And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.</p> <p>Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.</p> <p>1 Letter from Kent George to Mayor Jack Seiler, August 3, 2015.</p> <p>1 Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".</p> <p>3 EIS 2008: Appendix H, Page H.1-6 TM29</p> <p>4 Miami ATCT and Fort Lauderdale ATCT letter dated August 3, 2015. Also states, Page 3, "the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].</p>

Date	First-Name	Last Name	Location	Comment
11/5/17	Angelina	Pluzhnyk	Fort Lauderdale (West)	<p>Our neighborhood has become severely impacted by unbearable aircraft noise and constant overflights since the departure procedure for the North runway changed. We were told by officials of BCAD and the FAA that the change from 270 degrees to 285 degrees was necessary for safety reasons for simultaneous departures from the South and North runways. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. Page 6C-20 of the EIS 2008 states: "Runway 9L/27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures". [emphasis added]</p> <p>Note that based on the Miami Air Traffic Control Tower (ATCT) and Fort Lauderdale ATCT letter dated August 3, 2015, Page 3, the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].</p> <p>There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document. ALSO these new departures were implemented with no public input from our community and the EIS 2008 does not address the noise levels over our community if new departure procedures are implemented. As a matter of fact, there was only one noise reading taken, see Appendix H, Page H.1-6 TM29 during the EIS 2008 for an arrival on Tortugas Lane.</p> <p>Also, on August 3, 2015, Kent George stated in his letter to the mayor of Fort Lauderdale, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)". THIS IS NOT WHAT HAPPENS IN REALITY!! Airplanes start turning while they even do not reach the end of the runway.</p> <p>To conclude, the airplanes fly over our homes when there is no simultaneous departure. Airplanes make turns before they even reach the end of the runway. Airplanes take off very frequently on 290 heading from the South and North runways, which suggests that they are staggered. Since the departures are staggered on 290 headings why are they not staggered on 275 headings?</p> <p>Above all, as we repeated from the beginning, we need a waypoint directly west on each runway at the Turnpike in order to avoid airplanes turning prematurely right over our homes.</p>

Date	First-Name	Last Name	Location	Comment
10/30/17	Don & Gayle	Buening	Davie	It's not the noise so much as it is the "schmutz" the airplanes drop all over the area. POLLUTION ! DIRT! GREASE ! GRIT ! I'd like to see them address THAT ! The Buenings 2620 SW 110 Way Davie, FL 33328
10/26/17	Dick	Cahoon	Fort Lauderdale (West)	Prior to the South runway, Airline arrivals and Departures from and to the west for many years travelled from the everglades straight to the runway. We were never bothered and still are not bothered by arrivals from the west, which line up with the runway and are always south of I-595. Departures were noisy at times, and had I known how noisy, I would not have bought a home here. However, it was nothing compared to the horror of the intrusive noise after the drastic change in operations following the opening of the 2nd runway. The FAA started having west departures turn sharply and immediately to the north so the planes flew close to and sometimes over our houses. The FAA changed the departures without notice or explanation, without public comment, and without a study such as a Part 150 study. The FAA refuses to change departures back to the way they were for decades, ruining our quiet enjoyment of our property and blasting noise sometimes so bad that we cannot hold a conversation outside on our lawn or patio or even inside or even inside with windows closed. Also, planes prevent sleep from before 6 am to late at night, until 11:30 and sometimes after midnight. This directly DIMINISHES OUR HEALTH. At least 4 out of 5 health professionals will tell you the average person, especially those age 70 or more like me and my wife, needs more sleep than that, or we will suffer the consequences of shortened life, diminished quality of life and many other health hazards. The solution for our neighborhood is incredibly simple. Go back to departures straight out toward the everglades to the west until at least 3 miles to US 441 before turning north. There is no reason to turn north. We have been lied to about the reasons, ignored, and been given bogus reasons for the change in flight direction. Flying over a residential area is outrageous when flights could continue the historic direction to the west over areas that are mostly natural, commercial, industrial, or transportation corridor of I-595.



Date	First-Name	Last Name	Location	Comment
10/26/17	Dirk	Lowry	Weston	<p>Revert to the original flight path and stay away from over flying neighborhoods closer than 3 miles. Considering the noise fact and safety factors. We understand, it's all bout the money fuel, time and passengers. We knew an airport was near and the noise was negligible but no planes were making direct flights over our homes. As a retired homicide detective from Chicago I've been to three major plane crashes.....they're not pretty especially in a residential community. There's an alternate (original) routing (175) that doesn't involve over flying residential communities. You have been notified or a safe routing and there is this record of you options. Who is liable?</p> <p>QUESTION 1:</p> <p>“ Perfect day, clear skies, good visibility, no weather related NOTAMs, yet FLL keeps assigning 290 as departure heading to both north and south runways 28R and 28L !! You assign 290 even when operating with 0 degrees of separation, with no simultaneous departures in both runways and the airport is not operating at capacity ! Why? And why increase the risk of a disaster by issuing departures on runway 28R an immediate heading of 290 over a residential area instead of a 275 heading over a commercial area and turn to a 290 heading after passing state road 441, which is 3 miles from the runway ? “</p> <p>QUESTION 2:</p> <p>At night: “Good visibility, no weather related NOTAMs, yet FLL keeps assigning 290 as departure heading to north runway 28R even when the south runway 28L is closed between 10pm and 6am !! We keep having departures at a heading of 290, that end up over us with headings of 300 or above even though the south runways is not operational at night, there is no separation concern, and clearly on a night like this, no weather concern. Why? And why increase the risk of a disaster by issuing departures on runway 28R an immediate heading of 290 over a residential area instead of a 275 heading over a commercial area and turn to a 290 heading after passing state road 441, which is 3 miles from the runway ? “</p>

Date	First-Name	Last Name	Location	Comment
10/26/17	Khalil	Nasser	Fort Lauderdale (West)	Night of Oct 25, 2017 "Good night, good visibility, no weather related NOTAMs, yet FLL keeps assigning 290 as departure heading to north runway 28R even when the south runway 28L is closed between 10pm and 6am !! We keep having departures at a heading of 290, that end up over us with headings of 300 or above even though the south runways is not operational at night, there is no separation concern, and clearly on a night like this, no weather concern. Why? And why increase the risk of a disaster by issuing departures on runway 28R an immediate heading of 290 over a residential area instead of a 275 heading over a commercial area and turn to a 290 heading after passing state road 441, which is 3 miles from the runway ?"
10/26/17	Khalil	Nasser	Fort Lauderdale (West)	Oct 26, 2017 " Perfect day, clear skies, good visibility, no weather related NOTAMs, yet FLL keeps assigning 290 as departure heading to both north and south runways 28R and 28L !! You assign 290 even when operating with 0 degrees of separation, with no simultaneous departures in both runways and the airport is not operating at capacity ! Why? And why increase the risk of a disaster by issuing departures on runway 28R an immediate heading of 290 over a residential area instead of a 275 heading over a commercial area and turn to a 290 heading after passing state road 441, which is 3 miles from the runway ? "
10/9/17	Robert	Calabrese	Davie	Excessive low altitude, and frequently loud arrivals over specific Davie neighborhoods on approach to the North runway. Please look into varying approach patterns so not all arrivals are flying over the same residences. My wife and I recently moved from the Midwest and purchased a home in Lauderdale Isles (33312). The FLL westbound departures are ridiculously loud and are negatively impacting our quality of life.
8/2/17	Michael	Sartori	Fort Lauderdale (East)	BCAD has shifted the flight pattern for westbound flights on the north runway to north if I-595. Planes often now fly directly over Lauderdale Isles.
8/1/17	Aaron	Pankonin	Other Lauderdale Isles	Planes flew overhead last night until almost 2am and started today prior to 6am.
8/1/17	Esteban	Salvatore	Fort Lauderdale (West)	The change in flight patterns after the additional runway has been negatively affecting our way of life. We bout our house in Lauderdale Isles in June of 2015 and the patterns were changed in 2017. Had I know this I would have purchased elsewhere. Planes fly right overhead. Our home is old and had little insulation with no attic so the sounds are unbearable in the day time let alone at night. Heading need to be changed back south as they were. Simple solution.....stagger takeoffs to create separation. Not that hard.

Date	First-Name	Last Name	Location	Comment
7/31/17	Adriana	Graubard	Fort Lauderdale (West)	There are at least 1-2 loud planes PER MINUTE lately. They are extremely loud, and constant!
7/20/17	Nancy	McCrea	Plantation	I have called and complained for a long time. Something needs to be done to help us get control over this constant noise. Our voices need to be heard. Compromise from everyone might help more than you know.
7/19/17	Michael	Friend	Davie	Our address is 9285 Southern Orchard Road S, Davie, FL 33328. We live on the flight path to FLL International and the noise has become a significant issue recently more than ever! It appears the frequency of planes, the times of day (morning and evening), and altitudes of planes have changed. Another impact could be the type of plane airlines are using currently. The noise is unbearable at times. I understand the airport is still expanding and feel this will bring additional airway traffic and increase the concern. Please inform me of what I can do to be pro-active and eliminate this concern beyond moving from my home. Thank you, Michael Friend
6/2/17	Gary	Luedtke	Dania Beach	Regarding the development of the 5+ year forecast... 1. Since besides the "forecast", Part 150's mission is to develop ways to quiet FLL for its neighbors, will the forecast, study & technical panels restrain themselves from passenger-predictions & limit the forecast to what produces the noise... aircraft operations? 2. Is the chronological development of the forecast - The FAA's Terminal Area Forecast, the basis for FLL's Master Plan which includes an operations forecast. It is absurd to think I am going log every flight that goes directly over my home for your records. I work many hours as a self employed electrical contractor and I'll be damned if I am going to spend the few hours I have at home logging flights. When there is a West wind, the flights start right around 6 am. Some planes keep heading West along the South edge of 84. many of the large jets make immediate right turns as they clear I-95. I have witnessed this myself while buying electrical supplies at Rexel Consolidated, located just west of the airport and South of 84. I have lived in this house since 1981. I have never had to endure this kind of noise in all these years. This doesn't take a rocket scientist to figure out. The airlines are saving fuel by turning North too soon. That's it in a nut shell. I have friends that are flight controllers that live in the area, and I know that some of the pilots that fly out of there live in homes in the area. As I write this, June 25th, 8:22pm, there are planes flying over my home. THIS HAD BETTER STOP!
5/26/17	Cary	Stebner	Other	

Date	First-Name	Last Name	Location	Comment
5/25/17	Janice	Banken	Fort Lauderdale (East)	I have lived in Imperial apt for 21 years and I'm sick and tired of the constant sound of loud airplanes. I'm right in line with one of the runways and our association has been telling us for years it's going to get better. It's gotten way worse. It's beyond anything I have ever heard on a daily basis. It's wrong on every level and something must be done.
5/25/17	Khalil	Nasser	Fort Lauderdale (West)	departures on 28R were changed from 275 to 290 with no part 150 study, and with an operating agreement made with Dania that did not include Lauderdale Isles. This is not legal. BCAD is the co-signing authority with Dania on these changes. Departures on 28R should return back to 275 until the part 150 study is completed with the exception of the day when noise measurements are taken.
5/14/17	Bobbi	Bunton	Fort Lauderdale (West)	<p>Since about 5:15 am this morning my husband and I have completed about 75 noise complaints, and that was with leaving the house for a few hours to celebrate Mother's Day and get some peace and quiet away from the continuous airplane noise! This is totally insane that the residents of Lauderdale Isles and surrounding communities must deal with this assault of airplane noise when a quick fix is so readily available and reasonable. The planes are turning north too soon after departure and flying directly over our neighborhood versus Interstate 595, in spite of the fact that residents were assured that the new south runway would not impact the noise pollution in our community! They are also taking off prior to 6 am and later than 10 pm frequently, so relief from the annoying noise is pretty much non existent when there is a west wind. Some claim that the reason for the premature turn is to save fuel?</p> <p>This noise is affecting our quality of life and health tremendously, and we are unable to enjoy our waterfront backyards due to the noise levels during a west wind, which occurs quite frequently during the fall &amp; winter months when the weather is cooler. In addition, our patio furniture, cars and anything outside is continually covered in black soot, and who knows what we all might be inhaling into our lungs on a daily basis? We have been informed by realtors that it is also impacting the value of our homes.</p> <p>We installed all new hurricane windows and doors recently to help eliminate some of the noise, however, when planes fly directly overhead of our homes it is still impossible to hear the TV or another person's conversation--the noise at times is deafening!!!</p> <p>We bought our home on Marathon Lane in the Isles in 1986 and have enjoyed a very quiet and peaceful existence here until about 2 1/2 years ago when the south runway opened and the new departure procedures and flight paths were introduced. The LICIA has been working w/the Broward Aviation</p>

Date	First-Name	Last Name	Location	Comment
				<p>Department to try and remedy this situation with the FAA, but efforts and Noise Studies are slow and frustrating. We continue to submit the noise complaints, which are much easier to complete with the new Smartphone App, but they are still very time consuming when planes are departing every 1-2 minutes apart. Many folks in the Isles are not technically savvy or are elderly, thus they simply deal w/the noise levels and complain to their neighbors! Others have simply given up any hopes of a resolution after 2 1/2 years of no improvement. Also, many of our residents leave the area when the weather turns hot, so the overall number of complainers diminishes. Perhaps members of the FAA, Broward Aviation and FLL Airport should visit the Isles on a day when a west wind is blowing, maybe even schedule an outside meeting here, and experience the noise volumes personally. They would not be able to conduct their meeting without screaming to one another! Instead we simply get the Olympic finger pointing syndrome; the FAA claims it's the airport's responsibility and the airport points it's finger back to the FAA, and nothing can now be done until the Part 150 is completed! What does the community have to do to resolve this issue? Are we to be held hostage until the next Noise Compatibility Study is completed? One certainly does not have to be a rocket scientist to examine the data that has been submitted over the past 2+ years since the south runway became operational and determine that there is indeed a huge problem with folks being severely impacted from the plane noise! When will someone step up to the plate and attempt to protect our health, quality of life, and property values by enforcing airport administrators to be good neighbors?</p> <p>STOP THE NOISE NOW. WE DO NOT NEED ANOTHER STUDY TO KNOW THE NOISE FROM THE DEPARTURES SINCE THE HEADINGS WERE CHANGED TO 290 ARE TOTALLY UNACCEPTABLE.</p> <p>It should not take a 3 or 5 year study to know that when the winds change and they send departures over our heads it is VERY loud. Planes are routinely sent out to go higher at take off in all major cities so as not to have the constant bombardment of noise that we experience constantly. OR, put them back on the 270 course that they were on for decades that did not bother anybody, as it is over the 595 corridor.</p> <p>thank you</p> <p>The airplane traffic is horrendous. Now that the FAA has changed the flight patterns in our area our quality of life has been disrupted by the airplane noise and this is unacceptable.</p>
5/14/17	Susan	Moustaki	Fort Lauderdale (West)	
5/12/17	Susan	Moustaki	Fort Lauderdale (West)	
5/12/17	Pierre	Dougniaux	Fort Lauderdale (West)	

Date	First-Name	Last Name	Location	Comment
5/11/17	Pamela	Leone	Other - Lauderdale Isles	When the wind is from the west and the departures are to the west the constant departures, many of which are directly over my house are not only VERY disturbing to every part of our lives both inside and outside the house, they are also frightening. If there were to be an incident like the plane that went down in the Everglades it would instead be mowing through our neighborhood. That is a very disturbing thought for me and does cause me anxiety. I am very hopeful that the result of this part 150 study will return the westerly departures to the former path over 595 and the industrial areas. Thank you for listening to our input.
5/11/17	Les	Annan	Fort Lauderdale (East)	I live on Marathon Lane for the past 17 years. Only since the new runway has the noise been bad. They have changed the traffic flow and it very bad now.
5/11/17	Layne	Aurand	Fort Lauderdale (West)	Day after day my ability to enjoy my property outdoors is RUINED by the constant, intrusive scream of accelerating jets, as they come off the runway and immediately bank north, swinging right over the rooftops of our neighborhood as they try to gain altitude. You can't have a conversation, can't hear music, a phone conversation, nothing. I've even had the roof of my patio literally rattle and vibrate from the lowest overpasses. I KNOW they're supposed to go further west before they turn, but they ignore that and demean us with their selfish arrogance. The fact that you LET THEM continue to behave thus way shows US that you value the economics of that airport more than you value the welfare of your own citizens. And, economically, I've already been told by friends they'd never want to LIVE in this neighborhood because of the jets, so I have NO DOUBT you're driving down the value of my real estate, should there come a time I need to sell. The inconsiderate manner in which we are disregarded in this matter is infuriating.
5/10/17	Craig	Canning	Fort Lauderdale (West)	Seems to me that all westward departures do not have to veer so far north so quickly. Even if the south runway is in use at the same time they would be landing from the east not the west... thanks!!
5/10/17	Joni	White	Other - Lauderdale Isles West Ft Lauderdale	We are only asking that jet departures to the west do not turn north while still low over our homes. West winds usually mean cool weather and we cannot enjoy open windows or outside fun because of the constant loud jets taking off overhead.

Date	First-Name	Last Name	Location	Comment
5/10/17	Penny	Shea	Fort Lauderdale (West)	We live right on the river and the airplanes coming right over my home at all hours is so disturbing. My pets become fearful and it is so loud it hurts my eTs at times. I just do not understand why the airlines are allowed to come over our homes so low does our quality of life no matter ? And what about our air quality the fuel burn can not be healthy
5/10/17	Helen	Gray	Fort Lauderdale (West)	Hello, I have lived in Lauderdale Isles since 1990. My current address is 2425 Andros Lane. I am close to Riverland Rd and the New River Middle School. Up until a few years ago, the West Departures flew straight out I-595 and didn't make turns to the north until somewhere around Weston. The northerly turns over Lauderdale Isles has changed so many things for the residents. On a beautiful winter day I can't open up my windows and screen doors to air out the house because the noise and vibration is so loud you can't hear anything else inside. On a beautiful winter day, we can't enjoy our great backyard because every 3 minutes a plane is taking off overhead and the noise is unbearable. Every day we fight black soot on our house, screens, patio furniture, cars -everything. The planes wake us up in the mornings and keep me from falling asleep when they are taking off to the West. On top of that, even when there is no wind, the jets take off to the west when taking off to the east will not interrupt anyone but the industrial areas. AND WHEN WINDSPEED DICTATES a westward departure - PLEASE KEEP THEM OVER I-595 UNTIL THEY GET TO WESTON. That was the flight pattern before someone came in and made the unconscionable decision to allow west departures to turn north over our neighborhood. Now we are expected to sit on our phones reporting departures every 3 minutes in order for someone to understand the gravity of our pain and suffering. Planes overhead in the mornings wake me up. I go to bed early, planes overhead prevent me from falling asleep. Planes overhead when I get home from work prevent me from calling my parents while outside, yet having been inside all day at work, I want to spend my after work hours outside enjoying my waterfront property. Planes overhead on the weekend prevent me from enjoying the entire weekend. Please do the right thing for us and require planes to fly straight out 595 when they must depart to the west. A easterly departure is the best scenario for all. Thank you Periodically planes keep flying over our street and it is so noisy, that I have to interrupt the class I am teaching online. I selected this neighborhood because it was not impacted by planes, and now it is - although not every day. I hope this can be addressed.
5/10/17	Isabel	Rimanoczy	Fort Lauderdale (West)	



Date	First-Name	Last Name	Location	Comment
5/10/17	Vincent	Valdeperas	Fort Lauderdale (West)	I am a resident of Lauderdale isles. Considering we are not in the commercially zoned area we should not be affected by noise, in fact, prior to the south runway opening there was little to no issue as planed flew the real runway heading and turned north later. Now some airlines are flying 295 or 300 headings right from takeoff which flies them at the noisiest state over our homes. this is not acceptable. they also do this from 5:50am till after 11pm come live here and see if you would like this. considering we pay higher taxes due to water access we expect some changes to be made. we have had responses claiming the FAA wants separation, this can be easily achieved by staggering takeoffs which is being done anyway do this is not an excuse. based on the flights we see doing this, its clear some airlines choose to turn north early to save fuel at the cost of noise for us tax payers. We in the Lauderdale Isles neighborhood (about 3000 feet in a direct line from the western end of the north runway) have been SEVERELY negatively affected by flight-pattern changes since the opening of the south runway. Whenever winds are from the west, MANY takeoffs turn sooner than prescribed--even by the FAA's own recommendations-- thus putting jets directly over our homes. We have been trying several different NONconfrontational means to get ALL western departures to go out directly west over 595 as they should-- to no avail. This is primarily a noise issue; our sleep and our lives are seriously disrupted during west winds. A secondary issue is the large amount of dirt that accumulates on our property from these flights. We have been told we must participate heavily in this Part 150 study, in order to get relief. So we are. PLEASE get us relief from these flights. Thank you.
5/10/17	Lynn	Cahoon	Fort Lauderdale (West)	

Date	First-Name	Last Name	Location	Comment
5/10/17	John	Anderson	Fort Lauderdale (West)	<p>The 290 heading required to be assigned to all departures using ARKES, ZAPPA, and BAHMA is extremely destructive to areas northwest of FLL. No study was performed to assess the noise impact on communities under the flight new flight path. Our families, neighbors, and communities suffer with this flight path. We are no longer able to carry on conversations, our children's sleep is disturbed, our property values are falling when by all measures they should be rising.</p> <p>Tens of thousands of complaints have already been logged with the city of Fort Lauderdale. We have met with our elected officials. We have tried to appeal to the FAA and government. All to no avail.</p> <p>But a relatively simple fix is staring you in the face. NO 290 HEADING for jets departing runway 28R. The current use plan adversely affects well over seven hundred homes. Not assigning a 290 heading would not require a buy out, compensation, or retrofitting of any home. (saving \$\$\$) The south runway departures would continue to use a 290 heading, helping to alleviate any associated noise issues with Dania Beach.</p> <p>The FAA will may say that the 290 heading is necessary to avoid delays. Most of the time, THIS JUST ISNT TRUE. The majority of departures do not have another jet anywhere around it! The data that showed major delays was old, when there was a single runway operation. Many traffic management issues for departure this winter were for staffing at Miami center. Not traffic movements backing up due to unavailable departure space for jets.</p> <p>We are not anti growth. My family and I believe that growth should occur as positive, respectful plan for the residents. Not some hap hazard, poorly thought out, destructive operation breaking the backs of tax payer and neighbors.</p> <p>Again. Please examine all the data. Traffic management inpatient(departure delays) are kept in a log in FLL tower and MIA approach control. Examine the noise monitor in our neighborhood. Look at the complaints logged. The sheer number of which is staggering. Come sit in a school, a church, or a park in our area. Live a hour in the hell you expect us to endure. And above all, remember that you are killing hard working neighborhoods for the sake of tourist dollars.</p>