APPENDIX J

Public Comments and Responses

This appendix contains agency, elected official, and public comments received during the Draft Noise Exposure Map (NEM) comment period, and responses to comments.

Public comments also include written comments and transcripts of spoken comments provided to court reporters during the Public Information Workshops.

Two elected officials and 534 public comments were received since the Study commenced. This appendix contains the following items:

- Appendix J-1 Topic Specific Responses
- Appendix J-2 Comments and Responses

APPENDIX J-1

Topic Specific Responses

Topic specific detailed responses were prepared for the majority of the comments that were received and are provided in this appendix. Responses were categorized into the following three issue categories:

- 1. Part 150 Regulations/Guidelines/Noise Exposure Maps
- 2. Current Airport Operations and Concerns
- 3. Other/Miscellaneous

Each of the three categories above contains a range of responses were developed based on the nature of the comments received or additional questions that were raised within each of the categories, with each response assigned a number, beginning with the issue category per the list above. For example, 1-1 is the first response within the "Part 150 Regulations/Guidelines/Noise Exposure Maps" issue category. A response was provided to each of the comment letters that provides the topic specific response number(s) as well as the title, that the commenter should refer to for a response to their comment and/or question. If a comment letter contained a comment or question that was not covered under these general responses, an individual response was provided.

TOPIC SPECIFIC RESPONSES

Table of Contents

Issue 1: Part 150 Regulations/Guidelines/Noise Exposure Maps

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2 DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 1-7: Public Meetings/Administrative/Communication
- 1-8: Available Data
- 1-9: Part 150 Regulations/ FAA Guidelines
- 1-10: NCP Recommendations
- 1-11: Future Public Outreach

Issue 2: Current Airport Operations and Concerns

- 2-1: Arrivals
- 2-2: Departures
- 2-3: East Flow
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 2-9: Changes to Airport Operations
- 2-10: Aircraft Operations Forecast
- 2-11 FLL Noise Insulation Program

Issue 3: Other/Miscellaneous

- 3-1: Health Effects of Noise
- 3-2: Quality of Life
- 3-3: Impact on Property Values
- 3-4: Fuel Residue/Soot
- 3-5: Vibration
- 3-6 Prior Environmental Impact Statement (EIS)

Issue 1: Part 150 Regulations/Guidelines/Noise Exposure Maps

1.1 Supplemental Noise Metrics/Additional Noise Study

The Federal Aviation Administration (FAA) issued Title 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*, in January 1985. 14 CFR Part 150 provides airport operators with a formal process for addressing airport noise and incompatible land uses. In order to prepare the Noise Exposure Maps (NEMs) in accordance with the 14 CFR Part 150 requirements, noise contours are generated. 14 CFR Part 150 specifies that these contours must be based on the following metrics:

- *Airport Noise Measurement*. The A-Weighted Sound Level, measured, filtered and recorded in accordance with Sec. A150.5 of this appendix, must be employed as the unit for the measurement of single event noise at airports and in the areas surrounding the airports.¹
- Airport Noise Exposure. The yearly day-night average sound level (YDNL)
 must be employed for the analysis and characterization of multiple aircraft noise
 events and for determining the cumulative exposure of individuals to noise
 around airports.²

Section A150.103 of Appendix A of Part 150 further dictates both the format of the NEMs and the factors that must be considered in their development:

- A map of the airport and its environs at an adequately detailed scale (not less than 1 inch to 2,000 feet) indicating runway length, alignments, landing thresholds, takeoff start-of-roll points, airport boundary, and flight tracks out to at least 30,000 feet from the end of each runway.
- Airport activity levels and operational data which will indicate, on an annual average-daily-basis, the number of aircraft, by type of aircraft, which utilize each flight track, in both the standard daytime (0700-2200 hours local) and nighttime (2200-0700 hours local) periods for both landings and takeoffs.
- For landings—glide slopes, glide slope intercept altitudes, and other pertinent information needed to establish approach profiles along with the engine power levels needed to fly that approach profile.
- For takeoffs—the flight profile which is the relationship of altitude to distance from start-of-roll along with the engine power levels needed to fly that takeoff profile; these data must reflect the use of noise abatement departure procedures and, if applicable, the takeoff weight of the aircraft or some proxy for weight such as stage length.

¹ 14 CFR Part 150, Appendix A to Part 150, Sec. A150.3 (a), https://www.ecfr.gov/cgi-bin/text-idx?mc=true&node=pt14.3.150&rgn=div5

² Ibid.

- Existing topographical or airspace restrictions which preclude the utilization of alternative flight tracks.
- The government furnished data depicting aircraft noise characteristics (if not already a part of the computer program's stored data bank).
- Airport elevation and average temperature³

The NEM's must include the 65 DNL and higher contour (unless the local jurisdiction has adopted a lower level for land use compatibility purposes) and identify land uses including those uses considered incompatible with aircraft noise as outlined in Table 1 from 14 CFR Part 150. Finally, the NEMs and supporting documentation must include the following:

- Runway Locations
- Flight Tracks
- Outline of the Airport Boundaries
- Location of noise sensitive public buildings and properties eligible for inclusion in the National Register of Historic Places
- Location of aircraft noise monitoring sites used for data acquisition
- Estimates of the number of people residing within the YDNL 65, 70, and 75 contours
- Depiction of the required noise contours over a land use map of a sufficient scale to discern streets and other identifiable geographic features.⁴

A supplemental noise metric analysis or additional studies can be prepared, but they cannot serve as the basis of determinations or decisions under either the 14 CFR Part 150 Noise Exposure Map or Noise Compatibility Program process. There are no FAA guidelines for land use compatibility relative to supplemental or alternative metrics.

1.2 DNL (Use of the DNL Metric)

DNL is the standard required metric for quantifying aircraft noise exposure. As a result of the 1979 *Aviation Safety and Noise Abatement Act* (ASNA), Congress required the Federal Aviation Administration (FAA) to select a single metric to standardize the evaluation of aircraft noise. In response to ASNA and through 14 CFR Part 150, *Airport Noise Compatibility Planning*, the FAA formally adopted DNL as its primary metric for evaluating aircraft noise to ensure consistency across the country. 14 CFR Part 150 states the following details about using DNL:

(a) Airport Noise Measurement. The A-Weighted Sound Level, measured, filtered and recorded in accordance with Sec. A150.5 of this appendix, must be employed as the unit for the measurement of single event noise at airports and in the areas surrounding the airports.

_

³ 14 CFR Part 150, Appendix A to Part 150, Sec. A150.103 (b) (1)-(7), https://www.ecfr.gov/cgi-bin/text-idx?mc=true&node=pt14.3.150&rgn=div5

⁴ Ibid.

(b) Airport Noise Exposure. The yearly day-night average sound level (YDNL) must be employed for the analysis and characterization of multiple aircraft noise events and for determining the cumulative exposure of individuals to noise around airports.⁵

The A-Weighted Sound Level dictates what frequencies of sound are considered as part of the analysis. There have been many weightings that have been used in the history of noise science but "A-weighted levels were found to correspond reasonably well to human response." DNL is the twenty four-hour average sound level in A-weighted decibels (dBA). In order to comply with the Part 150 regulations above, this average is derived from all aircraft operations and represents an airport's average annual operational day during a twenty four-hour period. This twenty four-hour average sound level representing annual operations is referred to as DNL. (It should be noted that in the regulation above that the day-night average sound level over using annual average data is referred to as YDNL but in practice, DNL is used to represent this annual average)

In calculating DNL, sound events that happen between 10 P.M. and 7 A.M. receive an additional weight of 10 dB. The additional 10 dB weight means that every nighttime sound event is counted the same as 10 daytime events. This extra weight represents the greater annoyance that nighttime sounds typically cause for most people.

DNL contours were prepared using AEDT, the FAA's approved software program used to model the noise exposure levels from aircraft operations and engine testing and produce contours of equal noise energy. These contours are presented using the DNL metric where DNL 65 dB represents significant aircraft noise levels for noise sensitive land uses in accordance with FAA regulations.

1.3 Noise Measurements rather than DNL/Modeling

Noise measurements provide noise levels at specific points and for specific aircraft events and are helpful when understanding trends. However, they provide limited information when evaluating DNL over a broad area surrounding an airport. As a result, FAA regulations and 14 CFR Part 150 require the use of a computer model to determine noise exposure. This allows calculation of noise exposure at numerous points around the airport. It also allows prediction of future exposure levels based on expected changes in aircraft activity. To determine sound exposure for this Part 150 Study, AEDT calculated DNL values for the years 2018 and 2023 based on the activity levels and operational characteristics that either occurred or are projected to occur during those timeframes.

The analysis of aircraft noise exposure was prepared in compliance with 14 CFR Part 150. Those regulations require the use of noise exposure contours using the FAA-approved methodology or computer program showing the area affected by DNL 65 dB and greater noise levels. While alternative metrics can be informative, FAA will not accept noise exposure maps

_

⁵14 CFR Part 150, Appendix A to Part 150, Sec. A150.3 (a)(b), https://www.ecfr.gov/cgi-bin/text-idx?mc=true&node=pt14.3.150&rgn=div5

that don't comply with 14 CFR Part 150. Accordingly, the standard DNL metric and DNL 65 dB threshold were used to determine potential compatibility of noise sensitive land uses.

1.4 Aircraft Noise and Operations Monitoring System (ANOMS)

BCAD's ANOMS consists of two basic elements: a radar system for the purpose of acquiring flight track information, and 11 permanent noise monitoring stations.

The ANOMS main server collects data from both the PASSUR (Passive Secondary Surveillance Radar) and the noise monitors. The integration of these two systems allows the Noise Officer to gather information on the flight of aircraft and trends and specific noise events in communities surrounding FLL.

Permanent Noise Monitors are located at the following addresses:

- 3640 Southwest 55th Avenue, Davie
- 4548 Southwest 37th Avenue, Dania Beach
- 4609 Southwest 28th Avenue, Dania Beach
- 805-B Northwest 13th Avenue, Dania Beach
- 325 Northeast 3rd Avenue, Dania Beach
- 1021 Southwest 32nd Court, Fort Lauderdale
- 1750 Southwest 32nd Street, Fort Lauderdale
- 3411 Southwest 27th Street, Fort Lauderdale
- 3900 Southwest 100th Avenue, Davie
- 2343 Southwest 27th Avenue, Fort Lauderdale
- 6503 N Ocean Dr., Hollywood FL 33019

The radar data acquired from the PASSUR is used to identify typical arrival and departure corridors, confirm that airplanes are adhering to Noise Abatement Departure tracks, and perform operational analyses. An operational analysis can provide information about the numbers, types, and altitudes of airplanes that fly over a specific point during a given time period.

FLL's noise monitoring sites attempt to differentiate between aircraft and other noise sources by referencing programmed algorithm thresholds as noise events progress. ANOMS software compares tentatively identified aircraft noise events to radar data to see if aircraft were nearby when the event in question occurred. When an unusual noise event occurs, this data allows the noise officer to determine the circumstances associated with the noise event.

The next phase of the noise study, the Noise Compatibility Program (NCP) will consider changes to the existing ANOMs system including potential additional monitoring locations.

1.5 AEDT/Noise Methodology

The noise methods used in the Part 150 Study comply with 14 CFR Part 150, which are detailed and extensive. The noise contours were developed using the FAA-approved model, the Aviation Environmental Design Tool. (AEDT)

AEDT is a software system that models aircraft performance in space and time to estimate fuel consumption, emissions, and noise from aviation-related sources. AEDT is a comprehensive tool that provides information to FAA stakeholders on each of these specific environmental impacts. AEDT facilities environmental review activities required under NEPA by consolidating the modeling of these environmental impacts in a single tool."

The use of an FAA-approved methodology or computer model such as AEDT is required by 14 CFR Part 150 Regulations and the amount of data that is entered into the model is comprehensive and wide ranging. The data that must be collected in order to generate the noise exposure map is listed in 14 CFR Part 150 Regulations Appendix A (Sec.A150.103). This list of information is given here:

- A map of the airport and its environs at an adequately detailed scale (not less than 1 inch to 2,000 feet) indicating runway length, alignments, landing thresholds, takeoff start-of-roll points, airport boundary, and flight tracks out to at least 30,000 feet from the end of each runway.
- (2) Airport activity levels and operational data which will indicate, on an annual average-daily-basis, the number of aircraft, by type of aircraft, which utilize each flight track, in both the standard daytime (0700-2200 hours local) and nighttime (2200-0700 hours local) periods for both landings and takeoffs.
- (3) For landings—glide slopes, glide slope intercept altitudes, and other pertinent information needed to establish approach profiles along with the engine power levels needed to fly that approach profile.
- (4) For takeoffs—the flight profile which is the relationship of altitude to distance from start-of-roll along with the engine power levels needed to fly that takeoff profile; these data must reflect the use of noise abatement departure procedures and, if applicable, the takeoff weight of the aircraft or some proxy for weight such as stage length.
- (5) Existing topographical or airspace restrictions which preclude the utilization of alternative flight tracks.
- (6) The government furnished data depicting aircraft noise characteristics (if not already a part of the computer program's stored data bank).
- (7) Airport elevation and average temperature.⁸

⁷https://aedt.faa.gov/

⁸https://www.ecfr.gov/cgi-bin/text-idx?mc=true&node=pt14.3.150&rgn=div5

In addition to the detailed information about airport activity listed above, local terrain data was used in the model to ensure that local topographical differences are factored into the environmental modeling, which was not required but was done to ensure better accuracy in the noise exposure maps. This data was compiled, organized, and entered into AEDT for the calculation of the noise impacts in accordance with the requirements and regulations above.

1.6 Flight Tracks

Flight tracks are an important aspect of noise modeling in general and generating the noise exposure maps. Flight tracks in noise modeling can be thought of as 3-dimensional bundles of similarly oriented flights; these bundles are then weighted to represent the actual activity at the airport over an entire year. As part of the FLL Part 150 analysis, radar data from the calendar year of 2016 were used as the basis for the flight tracks. The radar data is a set of flight paths for each recorded aircraft and it contains data for each flight including aircraft type, flight number, registration number, operation type, time of flight, and origin/destination airports. For the purpose of flight track development, the radar tracks were broken into smaller groups by operation type, runway used, and cardinal directions. The final flight track data set resulting from the radar track analysis represents all aircraft arriving and departing an airport throughout the course of a year.

1.7 Public Meetings/Administrative/Communication

The easiest way to keep up to date on the progress of the Part 150 Airport Noise Compatibility Planning Study is through the project website http://www.fllpart150.com. At the current point in the Part 150 process, the draft Noise Exposure Maps (NEMs) have been prepared that depict the airport, its noise contours, and surrounding land uses. These Draft NEMs and supporting documentation are available for public review and comment. These documents can be found at the website above and were available during the comment period at the locations below.

- Broward County Aviation Department Administration Office: 2200 SW 45th Street, Suite 101; Dania Beach, Florida 33312.
- Dania Beach-Paul DeMaio Library: 1 Park Avenue East, Dania Beach, Florida 33004
- West Regional Library: 8601 W Broward Boulevard, Plantation, Florida 33324
- Davie/Cooper City Branch Library: 4600 SW 82nd Avenue, Davie, Florida 33328
- Southwest Regional Library: 16835 Sheridan Street, Fort Lauderdale, Florida, 33331
- Riverland Branch Library: 2710 W Davie Boulevard, Fort Lauderdale, Florida 33312

As we progress into the next phase of the study (the Noise Compatibility Program), there will be more public meetings and opportunities to provide input. The public meetings will be announced on the project website as well as in the Sun-Sentinel. If you have comments or concerns that are unrelated to this project, the Fort Lauderdale-Hollywood International Airport's Community Outreach Office provides area residents with information about the Airport and its related

projects. Residents can reach the community outreach office via phone, email or an in-person visit using the information below.

Location:

Broward County Aviation Department 2200 SW 45th Street, Suite 101, Dania Beach, FL 33312

Email: airportexpansion@broward.org

Phone: 866-435-9355 Fax: 954-359-6183

Office Hours*

8 a.m. to 4:30 p.m. Monday - Friday * Other Hours By Appointment

1.8 Available Data

The amount of data that must be compiled in order to generate the noise exposure maps is comprehensive and represents an entire year of aircraft operational data. The use of the Aviation Environmental Design Tool (AEDT) is required by 14 CFR Part 150 Regulations and the amount of data that is entered into the model for generation of the Noise Exposure Map (NEM) is comprehensive and wide ranging. The data that must be collected in order to generate the noise exposure map is listed in 14 CFR Part 150 Regulations Appendix A and includes the following:

- Airport Activity Information including by number of aircraft, type of aircraft during daytime and nighttime for both landings and takeoffs
- Forecasted Aircraft Operation Totals for the Study Years
- Flight Track Data (where and when is each aircraft type flying in the vicinity of FLL)
- Local Meteorological Data

While it is not required by the 14 CFR Part 150 Regulations, local terrain data was also used in the analysis so local topographical differences can be accounted for in the generation of the noise exposure maps.

Airport Activity Information was obtained directly from the airport using radar data from the calendar year of 2016. The radar data is a set of flight paths for each recorded aircraft and it contains data for each flight including aircraft type, flight number, registration number, operation type, time of flight, and origin/destination airports. This full year of data was used to build a complete picture of airport activity at the airport.

Forecasted airport operations were generated for the two project study years: 2018 and 2023. The Accelerated Baseline Forecast (ABF) prepared by Ricondo & Associates in 2016 as part of the Master Plan Update was approved for use by the Federal Aviation Administration (FAA) on April 10, 2017 after determining that the ABF was consistent with the FAA's most recent Terminal Area Forecast (TAF) for FLL.

AEDT, the FAA-approved model used for NEM generation, contains a database of average annual weather at airports across the country including FLL. This database of weather data includes average annual temperature, pressure, sea level pressure, relative humidity, dew point, and wind speed.

In addition to the detailed information about airport activity listed above, local terrain data was used in the model to ensure that local topographical differences are factored into the environmental modeling.

Additional data and materials concerning the Part 150 Airport Noise Compatibility Planning Study can be found at the project website http://www.fllpart150.com.

1.9 Part 150 Regulations/FAA Guidelines

The Federal Aviation Administration (FAA) issued Title 14 Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning, in January 1985. 14 CFR Part 150 provides airport operators with a formal process for addressing airport noise and noncompatible land uses. A "noncompatible land use" is a land use exposed to aircraft noise in excess of the thresholds established in 14 CFR Part 150. Part 150 studies are voluntary; typically prepared by airports interested in improving compatibility with local communities. Part 150 studies have two elements:

- Noise Exposure Map (NEM) Report Shows existing and future aircraft sound exposure levels.
- Noise Compatibility Program (NCP) Recommends measures to address aircraft noise. FAA-approved measures can be eligible for federal funding.

The first element of the Part 150 Process develops noise exposure maps that identify the various land uses around the airport and identify those that are either compatible or noncompatible. These maps and determinations are circulated for public review and comment before finalization. The NEMs serve as the baseline against which measures to improve compatibility are compared during the second phase of the study. These measures are summarized in the Noise Compatibility Program (NCP) and may include changes to arrival and departure procedures, providing sound insulation to noise sensitive structures, and the purchase of property by the airport for conversion into more compatible land uses, among others. The FAA links below provide more information about Part 150 Studies and Noise Compatibility Programs.

 Elements of Part 150 Noise Compatibility Programs and Community Roundtable Information Sheet (https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/media/Elements_of_Part_150_and_Community_Roundtables_Info_Sheet.pdf)

 Fact Sheet- The FAA Airport Noise Program (https://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=18114)

1.10 NCP Recommendations

This first phase of the Part 150 Study, the Noise Exposure Maps, has just been completed. The NEMs identify the existing and projected noise contours based on the metrics required in 14 CFR Part 150, and the land uses within these contours categorized as either compatible or noncompatible. These noise contours and land uses are documented in the Noise Exposure Map (NEM) Report and serve as the basis for the second phase of the study, the Noise Compatibility Program (NCP). The NCP phase is used to identify specific recommendations that can reduce the noncompatible land uses identified in the NEM Report as well as reduce the potential for establishment of additional noncompatible uses. These recommendations will be summarized in the NCP and may include changes to arrival and departure procedures, providing sound insulation to noise sensitive structures, and the purchase of property by the airport for conversion into more compatible land uses, among others. In order to be approved by the FAA, these recommendations must demonstrate they do not impose a burden on interstate or foreign commerce, do not degrading the safety of the local airspace, and they must consider both local and national air transportation needs. The complete list of NCP requirements can be found in 14 CFR Part 150, Section B150.5.9 The NCP recommendations are developed in consultation with local stakeholders including aircraft operators, local governing bodies, the Federal Aviation Administration, and the general public Recommendations suggested by the Technical committee, the public and various stakeholders during the initial phase of the study will be evaluated in the NCP phase of the study. For further information, Appendix B of 14 CFR Part 150 details the full details and requirements of Noise Compatibility Programs. 10

1.11 Future Public Outreach

The easiest way to keep up to date on the progress of the Part 150 Airport Noise Compatibility Planning Study is through the project website http://www.fllpart150.com. At the current point in the Part 150 process, the draft Noise Exposure Maps (NEMs) have been prepared that depict the airport, its noise contours, and surrounding land uses. As the project moves into the next stage, additional public outreach will be made concerning the status of the project and will be advertised locally as well as on the project website. As we progress into the next phase of the study (the Noise Compatibility Program), there will be more public meetings and opportunities to provide input. The public meetings will be announced on the project website as well as in the Sun-Sentinel.

 ^{9 14} CFR Part 150: https://www.ecfr.gov/cgi-bin/text-idx?SID=f8e6df268e3dad2edb848f61b9a0fb51&mc=true&node=pt14.3.150&rgn=div5#_top
 10 Ibid.

Issue 2: Current Airport Operations and Concerns

2.1 Arrivals

The operational activity at an airport is dependent upon the local prevailing winds. Prevailing winds refer to the wind direction that occurs most often. To maximize aircraft operational performance aircraft both take off and land into the wind. The local prevailing winds at FLL create two distinct operating conditions which are called East Flow and West Flow conditions. When the winds are coming from the east, FLL operates in East Flow. During East Flow, arrivals approach FLL from the west and departures takeoff from FLL to the east. This represents approximately 80 percent of the operational flow at FLL. During West Flow, the wind is from the west and thus the arrivals approach from the east and departures takeoff to the west. The 2016 radar data collected for the generation of the Noise Exposure Maps (NEMs) contains detailed data on the operation of the airport. Based on this information Runway 10L/28R is the primary arrival runway accounting for 68 percent of all arrivals in combined east and west flow conditions.

The East Flow arrivals approach the airport from the northeast, southeast, and west. The northeast arrivals approach over the ocean and move west traveling parallel to the FLL runways approximately five miles north of the airport; these arrivals turn for their final approach into Runway 10L approximately over the I-595 and I-75 interchange. Arrivals on this path primarily feed Runway 10L. The East flow Arrivals from the southeast approach from over the ocean with the arrivals into Runway 10L joining the parallel tracks north of the airport. These tracks follow the same path as the East Flow arrivals from the northeast into Runway 10L. A small percentage of arrivals, largely turboprop aircraft, branch off while still over the water and travel parallel to the FLL runways approximately 6 miles south of FLL in preparation for a final approach into Runway 10R. The East Flow arrivals from the west fly straight-in into both available Runways.

The West Flow arrivals line up for approach over the water and primarily originate over the water in the vicinity of FLL traveling from directions both north and south. The largest exception is flights originating to the west of FLL, where flights travel parallel to FLL's runways approximately five miles north of FLL and turn into the final approach while 5-6 miles offshore. There are flights that travel parallel to FLL's runways on the south side during West Flow, but they are a relatively small percentage relative to the north side traffic and are not as concentrated over any one area.

2.2 Departures

The operational activity at an airport is dependent upon the local prevailing winds. Prevailing winds refer to the wind direction that occurs most often. To maximize aircraft operational performance aircraft both take off and land into the wind. The local prevailing winds at FLL create two distinct operating conditions which are called East Flow and West Flow conditions. When the winds are coming from the east, FLL operates in East Flow. During East Flow, arrivals approach FLL from the west and departures takeoff from FLL to the east. This

represents approximately 80 percent of the operational flow at FLL. During West Flow, the wind is from the west and thus the arrivals approach from the east and departures takeoff to the west. The 2016 radar data collected for the generation of the Noise Exposure Maps (NEMs) contains detailed data on the operation of the airport. Runway 10L/28R is the primary departure runway and for the existing condition, this runway was used for approximately two thirds of daytime activity and more than 90 percent of nighttime activity.

The East Flow departures fly over the ocean with three primary legs of the path branching out to the northeast, east, and northwest. The northeast and eastbound departures remain over the water in the vicinity of the airport while the northwest leg turns back over the Pompano Beach area after doing its initial climb over the water. Most departures in this northwest leg continue on in the direction of Lake Okeechobee with the remaining departures in this leg headed slightly south of Lake Okeechobee towards Tampa.

The West Flow departures spread out over a relatively wide area but generally use four primary corridors. Currently, most of the flights turn right after the initial climb and travel north of the I-595 corridor over the communities of Lauderdale Isles and Plantation. One flight corridor then heads toward Lake Okeechobee while another corridor routes aircraft to the northeast. Two smaller groups of flights break off after their initial climb out of the runway and both groups head to the northwest in the direction of Sarasota and Tampa respectively.

2.3 East Flow

The operational activity at an airport is dependent upon the local prevailing winds. Prevailing winds refer to the wind direction that occurs most often. To maximize aircraft operational performance, aircraft both take off and land into the wind. The local prevailing winds at FLL create two distinct operating conditions which are called East Flow and West Flow conditions. When the winds are coming from the east, FLL operates in East Flow. During East Flow, arrivals approach FLL from the west and departures takeoff from FLL to the west. This represents approximately 80 percent of the operational flow at FLL. During West Flow, the wind is from the west and thus the arrivals approach from the east and departures takeoff to the east.

The East Flow arrivals approach the airport from the northeast, southeast, and west. The northeast arrivals approach over the ocean and move west traveling parallel to the FLL runways approximately five miles north of the airport; these arrivals turn for their final approach into Runway 10L approximately over the I-595 and I-75 interchange. Arrivals on this path only feed into Runway 10L. The East flow Arrivals from the southeast approach from over the ocean with the arrivals into Runway 10L joining the parallel tracks north of the airport. These tracks follow the same path as the East Flow arrivals from the northeast into Runway 10L. A small percentage of arrivals branch off while still over the water and travel parallel to the FLL runways approximately 6 miles south of FLL in preparation for a final approach into Runway 10R. The East Flow arrivals from the west fly straight-in into both available Runways.

The East Flow departures all go straight over the ocean branching out primarily to the northeast, east, and northwest. The northeast and eastbound departures remain over the water in the

vicinity of the airport while the northwest leg turns back over Pompano Beach after doing its initial climb over the water. Most departures in this northwest leg continue on in the direction of Lake Okeechobee with the remaining departures headed slightly south of Lake Okeechobee towards Tampa.

The 2016 flow data was used to generate not only flight tracks but also operational information in order to generate the noise contours that are contained within the Noise Exposure Map (NEM) Report. These NEMs include the noise from any shortened north bound turns and other aircraft actions that cause noise levels that are incompatible with the 14 CFR Part 150 guidelines. These aircraft actions will be considered as part of the Noise Compatibility Plan (NCP) and changes to the aircraft paths may be considered as a possible recommendation coming out of the NCP process.

2.4 West Flow

The operational activity at an airport is dependent upon the local prevailing winds. Prevailing winds refer to the wind direction that occurs most often. To maximize aircraft operational performance, aircraft both take off and land into the wind. The local prevailing winds at FLL create two distinct operating conditions which are called East Flow and West Flow conditions. When the winds are coming from the east, FLL operates in East Flow. During East Flow, arrivals approach FLL from the west and departures takeoff from FLL to the east. This represents approximately 80 percent of the operational flow at FLL. During West Flow, the wind is from the west and thus the arrivals approach from the east and departures takeoff to the west. The 2016 radar data collected for the generation of the Noise Exposure Maps (NEMs) contains detailed data on the operation of the airport.

The West Flow arrivals line up for approach over the water. These aircraft primarily originate over the water in the vicinity of FLL traveling from both north and south. Flights originating to the west of FLL travel parallel to FLL's runways approximately five miles north of FLL and turn to the final approach approximately 5-6 miles offshore. There are flights that travel parallel to FLL's runways on the south side during West Flow, but they are a relatively small percentage relative to the north side traffic and are not as concentrated over any one area.

The West Flow departures spread out over a relatively wide area but generally use four primary corridors. Most of the flights turn right after the initial climb and travel north. One flight corridor then heads toward Lake Okeechobee while another corridor routes aircraft to the northeast. Two smaller groups of flights break off after their initial climb out of the runway and both groups head to the northwest in the direction of Sarasota and Tampa respectively.

The 2016 flow data was used to generate not only flight tracks but also operational information in order to generate the noise contours that are contained within the Noise Exposure Map (NEM) Report. These NEMs include the noise from the current departure headings to the west, early turns over noncompatible land uses and any other aircraft actions that cause noise levels that are incompatible with the 14 CFR Part 150 guidelines. These aircraft actions will be considered as

part of the Noise Compatibility Plan (NCP) and changes to the aircraft paths may be considered as a possible recommendation coming out of the NCP process.

2.5 Existing Noise Complaint

Existing aircraft-related noise exposure was defined in the Part 150 Study through the use of noise exposure maps or contours prepared with the FAA's Aviation Environmental Design Tool (AEDT). AEDT is the FAA-approved software program used to model the noise exposure levels from aircraft operations and engine testing and produce contours of equal sound energy. These contours are presented using the DNL 65 dB contour metric where DNL 65 dB represents significant aircraft noise impacts or the purposes of determining compatible land uses.

The DNL metric measures the overall aircraft noise experienced during an average annual (twenty four-hour) day. DNL calculations account for the sound exposure level of each aircraft operation, the number of aircraft operations, and a 10-dB penalty for nighttime operations. In the DNL scale, each aircraft operation occurring between the hours of 10:00 PM to 7:00 AM includes a sound level penalty to account for the higher sensitivity to noise in the nighttime and the expected further decrease in background noise levels that typically occur at night. DNL is a numerical description of the weighted twenty four-hour cumulative noise energy level using the A-weighted decibel scale, over a period of one year.

Although the FAA recognizes that noise occurs outside of these contours, the DNL 65 dB contour has been federally accepted as the level at which residential and other noise sensitive land uses are incompatible with aircraft noise. FLL has worked after their most recent FAA-led Environmental Impact Statement (EIS) to mitigate noise within the DNL 65 dB contour through the FLL Noise Mitigation Program. Further information about this noise insulation program can be found on the program's website at http://fllnoisemitigation.com.

If your concerns relate to individual aircraft overflights and you are located outside the DNL 65 dB contour, it is beyond the purview of the Part 150 Study. However, BCAD works with the FAA and aircraft operators try to minimize community noise impacts and has set up an airport noise office to manage and investigate community noise concerns. If you would like to file a specific aircraft noise comment with BCAD, you can do so at http://www.broward.org/Airport/Business/NoiseInformation/Pages/default.aspx.

2.6 Frequency of Operations

Some areas around the airport experience a much higher level of overflights due to the configuration of the airfield, wind conditions, published flight procedures and airspace operational separation requirements. As part of the FLL Part 150 analysis, radar data from the calendar year of 2016 were used as the basis for the flight data entered into the Aviation Environmental Design Tool (AEDT) for the generation of the Noise Exposure Maps (NEMs). The radar data is a set of flight paths for each recorded aircraft and it contains data for each flight including aircraft type, flight number, registration number, operation type, time of flight, and origin/destination airports. The flight tracks used for modeling use the concentration of radar

track to reflect the higher frequency of overflights experienced in some areas versus others. It should be noted however that 14 CFR Part 150 requires the use the DNL noise metric to determine sound exposure. DNL reflects the annual average day sound exposure in A-weighted decibels (dBA). As a result, areas that occasionally receive high levels of overflights by aircraft that are relatively loud, may be located outside the noise contours.

2.7 Nighttime Operations

The frequency and location of nighttime operations are key considerations in the Part 150 process. As required by 14 CFR Part 150, the DNL metric is used to determine the noise exposure at FLL. The DNL metric automatically includes a 10-dB penalty for nighttime operations to reflect the higher potential for annoyance associated with that activity. Due to the logarithmic nature of noise, this means that each operation occurring between the hours of 10:00 PM to 7:00 AM counts as 10 daytime operations for the purposes of determining cumulative noise exposure. The AEDT modeling conducted for the FLL Part 150 was based on the actual 2016 operational data which includes the additional aircraft operations that occurred during nighttime hours as a result of flight delays.

2.8 Aircraft Altitude

According to Title 14, Code of Federal Regulations, Section 91.119, Minimum Safe Altitudes, in general, there are minimum standards for operations of fixed-wing aircraft (excluding when necessary for takeoff/landing). Over congested areas, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet is required, except for under take-off and landing procedures. For safety, as well as other reasons such as noise and weather, it is rare for aircraft to fly below the minimum altitudes. Complaints of low-flying aircraft may be filed with the FAA, Office of Flight Standards, which monitors aircraft operations. Once the complaints have been recorded, an FAA aviation safety inspector attempts to identify the aircraft operator. For more information on low flying aircraft complaints, please visit the following website: http://www.faa.gov/about/office org/field offices/fsdo/.

The height of aircraft on final approach to a runway or departure from a runway is established by the FAA. The standard traffic pattern altitude for small propeller aircraft is 1,000 feet above ground level (agl), while the traffic pattern altitude for large propeller, turboprop, and jet aircraft is 1,500 feet agl as specified by FAA Advisory Circular AC90-66A, Section 8 Part C.¹¹ An airfield traffic pattern is a standard path followed by aircraft on takeoff or landing while maintaining visual contact with the airfield. Aircraft typically begin descending from pattern altitude in the downwind leg of the pattern when landing and on a 3-degree approach slope for the final leg of the pattern.

The airspace surrounding FLL is structured so that arriving aircraft can be safely and efficiently transitioned from the en route environment to the approach control environment and eventually to the airfield. Likewise, the airspace is structured so that departing aircraft can transition from

¹¹https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC90-66A.pdf

the airfield to the terminal environment and ultimately to the en route environment. Standard Terminal Arrival Routes (STARs) and Departure Procedures (DPs) simplify and expedite Instrument Flight Rules (IFR) arrival and departure procedures in airspace. Aircraft flying in and out of FLL follow these routes, depending on the operational flow of the Airport.

The Miami TRACON and FLL ATC use nine STARs to route aircraft into FLL. There are currently five RNAV (GPS) arrival procedures and four conventional arrival procedures. These procedures have specific vertical navigation planning information published on the chart that helps the pilot preplan the decent into the airport at the required altitudes

FAA's Instrument Procedures Handbook (FAA-H-8083-16A) notes that STARs based on conventional NAVAIDs essentially have the same procedure design and obstacle clearance criteria as that for en route procedures. STAR procedures typically include standardized descent gradients and allow for deceleration segments. RNAV STARs serve the same purpose as conventional STARs, but are only used by aircraft equipped with Flight Management System or GPS. An RNAV STAR typically includes flyby (or flyover) waypoints. These waypoints may be assigned crossing altitudes and speeds to optimize the descent and deceleration profiles.

2.9 Changes to Airport Operations

This Part 150 Study is working to predict what the soundscape is at the airport under current operating conditions and forecasted conditions in the near future, and to generate a noise compatibility program that reduces non-compatible land uses relative to those modeled conditions. This Study has not yet identified or recommended any changes to airport operations. However, potential changes will be evaluated as part of the next phase of the study, the Noise Compatibility Program.

It should be noted that there is a current completely separate FAA project that is proposing changes to aircraft flight paths and altitudes called the South-Central Florida Metroplex. This project proposes the optimization of aircraft routes and the supporting airspace management structure. The proposed flight path and altitude changes may occur in certain areas and the changes and their environmental effects are presently being evaluated by the FAA. You can find further information about that project at:

http://www.metroplexenvironmental.com/fl metroplex/fl introduction.html.

2.10 Aircraft Operations Forecast

As part of the 14 CFR Part 150 process, Noise Exposure Maps (NEMs) were generated for two project years: 2018 and 2023. Since actual data from calendar year 2016 was used, a forecast was used to scale that data to 2018/2023. The Accelerated Baseline Forecast (ABF) prepared by Ricondo & Associates in 2016 as part of the Master Plan Update was approved for use by the Federal Aviation Administration (FAA) on April 10, 2017 after determining that the ABF was consistent with the FAA's most recent Terminal Area Forecast (TAF) for FLL.

2.11 FLL Sound Insulation Program

The Environmental Impact Statement (EIS) sound insulation program was a voluntary program that follows FAA guidelines to achieve an interior noise level of no greater than 45 DNL. The current program was set up as a result of the 2008 EIS for the addition of the new southern runway. The treatments include, but are not limited to, upgrading windows, doors and ventilation systems in order to reduce the interior noise.

There are approximately 1,706 single-family and multi-family residences identified as potentially eligible and many of these homes have already been improved. Further information about the noise insulation program can be found on the program's website at http://fllnoisemitigation.com.

Issue 3: Other/Miscellaneous

3.1 Health Effects of Noise

According to various studies and scientific research, noise can have varying effects on people. From these effects, criteria have been established to protect public health and safety and prevent disruption of certain human activities. These criteria are based on the effects of noise on people, sleep interference and physiological responses,

The health effects of noise were taken into account when the FAA was required by Congress, through the *Aviation Safety and Noise Abatement Act of 1979* (ASNA), to select one metric for describing aircraft noise levels. The FAA selected the use of the Day-Night Noise Level (DNL), which is required for use in FAA NEPA documents. The DNL reflects the Schultz curve, which predicts that approximately 14 percent of the exposed population would be exposed to the DNL 65 dB.

As stated above, noise is known to have adverse effects on people, and these effects have helped establish criteria to protect public health and safety and prevent disruption of certain human activities. These criteria are based on the effects of noise on people, including, sleep interference and physiological responses. Each of these potential noise impacts is briefly discussed in the following points:

Sleep Interference, particularly during nighttime hours, is one of the major causes of annoyance due to noise. Noise may make it difficult to fall asleep, create momentary disturbances of natural sleep patterns, and may cause people to awaken from sleep.

Physiological Responses reflect measurable changes in pulse rate, blood pressure, etc. Generally, physiological responses reflect a reaction to a loud short-term noise, such as a rifle shot or a very loud jet overflight.

3.2 Quality of Life

The Part 150 Study is determining what the current as well as forecasted soundscape is based on current predictions of airport activity. The forthcoming Noise Compatibility Program (NCP) may lead to recommendations that have the potential to improve the compatibility of the airport with the surrounding community. FLL has a history of working with the community to try to balance the airport operations with the impact the airport has on the surrounding community and has established a noise office for this purpose. BCAD has also established an Airport Noise Abatement Committee (ANAC), which gives the public a forum in which to discuss aircraft noise impacts with the airport in a regular forum. BCAD also maintains a system of permanent noise monitors along with a full-time Noise Officer, and have established multiple programs and procedures at the airport designed to limit aircraft noise impacts where possible.

3.3 Impact on Property Values

A number of studies have attempted to measure the impact of aircraft noise on property values. Specific studies of the impact of noise at FLL on real property values have not been conducted. The closest thing to a FLL-specific study is the Standard Sales Assistance Program, which provided sales assistance to eligible properties located within the DNL 65+ contours. The payments to homeowners ranged from \$8,208-\$169,725 and the average payment was \$55,716. There is no FLL-specific study linking noise to property values as part of the Noise Exposure Map (NEM) Report because a study of that kind is not within the scope of the Part 150 process.

As aviation noise became a greater concern in the 1980s, initial studies were done to analyze the effect of aviation noise on property values. An FAA summary report from 1985 stated that "Studies have shown that aircraft noise does decrease the value of residential property located around airports. Although there are many socio-economic factors which must be considered because they may negatively affect property values themselves..." This study also stated through a comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet, than in the 1980s or 1990s. As part of a Research Update on several topics, the Airport Cooperative Research Program (ACRP) provided a summary of the current research and found while aviation noise does have a direct effect on property value, the impact is more often negative than positive, but not in all cases. The summary of that report states:

"In summary, the studies of the effects of aviation noise on property values are highly complex owing to the differences in methodologies, airport/community environments, market conditions, and demand variables involved. Whereas most studies concluded that aviation noise effects on property value range from some negative impacts to significant

¹² Aviation Noise Effects, J. Steven Newman and Kristy R. Beattie, Report No. FAA_EE-85-2, March, 1985.

negative impacts, some studies combined airport noise and proximity and concluded that the net effect on property value was positive."¹³

3.4 Fuel Residue/Soot

The Part 150 process focuses on noise and land use compatibility and does not consider either emission or dispersion of atmospheric pollutants such as soot as part of its process. It should be noted that source attribution in dispersion modeling of air pollutants is difficult because one must consider the multiple possible sources of that pollutant. Soot, which by definition is a mixture of various hydrocarbons mainly caused by incomplete combustion, can come from stationary sources like coal power plants, furnaces, fireplaces, waste incineration and mobile sources such as cars, trains, buses, and planes. Any pollutant deposition would be a combination of all potential local sources and should be assessed as such. Aircraft departing and arriving at FLL do not dump fuel unless required for an emergency landing.

3.5 Vibration

Vibrations caused by aircraft activity are similar to sound in that they are a wave traveling through the environment around us but the difference is that vibrations are thought to be induced by what is called low-frequency noise (LFN). LFN is caused by jets at the start of a take-off roll and/or the jet noise from thrust reversers during aircraft procedures. Compared to higher frequency noise, LFN is not as well absorbed by either the atmosphere, land, or manmade structures meaning LFN has the capacity to travel farther than more higher frequency noise. PNL is the standard required metric for quantifying aircraft noise exposure, and this metric is required to have an A-weighted sound level. An A-weighted sound level does not capture the frequencies of sound considered LFN while it has been noted during research into LFN that an A-weighted sound level does correlate to low and moderate level LFN. Despite the research into LFN that has continued, there is no universally accepted method for describing LFN and its impact on communities around airports. The resulting effect of LFN in homes, otherwise known as rattle, can be reduced by typical sound insulation treatments such as replacing windows and doors, which could be a possible recommendation of the Noise Compatibility Program.

¹³ Effects of Aircraft Noise: Research Update on Select Topics, National Academies of Sciences, Engineering, and Medicine; Transportation Research Board; Airport Cooperative Research Program Synthesis Program, page 20, https://www.nap.edu/catalog/14177/effects-of-aircraft-noise-research-update-on-select-topics

¹⁴ Effects of Aircraft Noise: Research Update on Select Topics, National Academies of Sciences, Engineering, and Medicine; Transportation Research Board; Airport Cooperative Research Program Synthesis Program, page 18, https://www.nap.edu/catalog/14177/effects-of-aircraft-noise-research-update-on-select-topics

¹⁵ PARTNER Low Frequency Noise Study, Report No. PARTNER-COE-2007-001, http://web.mit.edu/aeroastro/partner/reports/proj1/lfnreport-2007-001.pdf

APPENDIX J-2

Comments and Responses

Comment Responses

This sub-appendix contains a list of all parties that submitted comments on the FLL 14 CFR Part 150 Study, the comment letters, and responses. For the purposes of the Final Noise Exposure Map report, all comment formats (i.e., form letters, letters, comment forms, e-mails, and verbal comments) are referred to as comment "letters."

It should be noted that the comment letters included in this Appendix are presented exactly as they were received and may contain typographical errors and/or misspellings. They have not been edited in any way and are provided in this manner to show that they were quoted exactly as they were in their original form. Additionally, it is worth noting that typed comment letters were received via the project website.

Comment Letter Coding

The enclosed table includes a list of public comment letters, with the name(s) of each party that provided a comment. Each comment letter was assigned a unique Letter Code to catalog the submittal. Public comments are generally organized in the order they were received, as practicable.

Letter Codes consist of a character and a number to identify each comment letter. The first character identifies the type of commenter (affiliation code):

G – Government/Elected Official

P – Public

The number identifies the specific comment letter. For example, a Letter Code "P-41" describes the comment letter as being the 41st letter in this appendix.



Topic specific detailed responses were prepared for the majority of the comments that were received and are located in Appendix J-1, *Topic Specific Responses*. Responses were categorized into the following issue categories:

- 1. Part 150 Regulations/Guidelines/Noise Exposure Maps
- 2. Current Airport Operations and Concerns
- 3. Other/Miscellaneous

Within each of those categories, a range of responses was developed based on the nature of the comments received or additional questions that were raised within each of the categories. Each response was assigned a number, beginning with the issue category per the list above. For

example, 1-1 is the first response within the "Part 150 Regulations/Guidelines/Noise Exposure Maps" issue category. A response was provided to each of the comment letters that provides the topic specific response number(s) the commenter should refer to for a response to their comment and/or question. If a comment letter contained a comment or question that was not covered under these general responses, an individual response was provided.

INDEX OF PUBLIC COMMENT LETTERS

Commenter	Letter Code(s)
Government/Elected Of	
Mary Ann Johnston	G-1
Debra Case	G-2
General Public	
Aaron Pankonin	P-25, P-216
Adrian Farmer	P-229, P-342, P-366
Adriana Graubard	P-23
Ahmmed Chowdhury	P-87, P-97, P-438
Alan & James Gagnon	P-506
Alex Gutierrez	P-446
Alexander Borodenkov	P-101
Alexander Cabrera	P-202
Ali & Phyllis Andalib	P-483
Allan Finn	P-223
Alma Fuentes	P-442
Amanda Spartz	P-52
Andrea Brin	P-194
Andrea Luke	P-252
Andrew Bibbins	P-217
Angel Rivera	P-306
Angela Iudica	P-326
Angelina Pluzhnyk Evans	P-33, P-246, P-402, P-496
Ani Maggio	P-251
Anker Pearce	P-390, P-490, P-522
Anne Marie Hall	P-122
Anonymous Hauft	P-406
Arnold Lieberman	P-294
Asher Spalding	P-197
Audrey J Edwards	P-183, P-184, P-417
Barbara Davila	P-95, P-96, P-285
Barbara Huie	P-509
Barbara Magill	P-278, P-531
Barbara Natelli	P-258
Barry Garfeis	P-389
Barry Migicovsky	P-155
Barry Walko	P-250
Becky Barstow	P-55
Ben Breunig	P-291
Ben Sorensen	P-303
Benjamin Acher	P-515
Bernadette Peters	P-60, P-345
Beverley Tai Binger	P-61
Beverly Rose Banks	P-133

Commenter	Letter Code(s)
Bill Cole	P-245
Bob Leonard	P-513
Bob Magill	P-533
Bobbi Bunton	P-15
Brenda Horner	P-193
Carl Fazekas	P-117
Carlos Menendez	P-126
Carlos Saez	P-210
Carole & Jonathan Harvey	P-421
Carolyn Lemay	P-106
Caron McClure	P-361
Cary Stebner	P-18
Charles & Helga Long	P-308
Charles & Fleiga Long Charles B Butman	P-356
Charles Evans	P-401
Charles Solak	P-500
Charlotte Rodstrom	P-516
Christian Miller	P-316
Christina Bullins	P-224
Christine Douglas	P-358
Christine Grandillo-Shefner	P-237, P-238
Christopher Crossley	P-99
Colvin Pinkerton	P-419
Conrad H. Taylor	P-436
Conrad H. Taylor	P-301
Corinne Pierson-Blanchette	P-287
Craig Canning	P-8
Cris Crossley	P-290
Crystal Townsend	P-508
Cynthia Preziosi	P-141
D. Loleski	P-422
Dale Rausch	P-231
Dale Wilson	P-471
Dan & Sophie Morrison	P-393
Dan Morrison	P-360
Dana Bardfeld	P-227
Dana Sakada	P-157
Darcy Parker	P-386
Dave Goldman	P-472
Dave Power	P-256
David Glickman	P-125
David & Sara Nichols	P-363
David Brindley	P-347
David Buanchette	P-268
David Fambo	P-119
David Gabbard	P-502
David Lyon	P-254
Davin Townsend	P-510
Deborah Deetz	P-327
Debra Case	G-002
Decter F. George	P-480
Doctor 1 . Goorgo	L1 400

Commenter	Letter Code(s)
Demetra Lentzos	P-54
Dharma Kumar	P-142
Diana Steeger	P-109, P,350, P-498
Diane Barron	P-47
Diane Lemieux	P-236
Dirk Lowry	P-30, P-487, P-511
Don & Gayle Buening	P-32
Don Uden	P-394
Donald Martin	P-275
Donna Carson	P-288
Donna Couhe	P-512
Donna Russo	P-62
Doreen Schmid	P-381
Douglas Bushey	P-514
Douglas McKay	P-462
Earl Prizlee	P-403, P456
Ebenere Faloden	P-468
Edward Rebholz	P-98
Elaine Francis	P-114
Elizabeth Diamond	P-114 P-144
Ernesto Escoto	P-299
Ernie Siegrist	P-459
Esteban Salvatore	P-24
Fiona McClusky	P-432
Francis Atwill	P-415
Frank Dawry	P-228
Frank Tappen	P-362
Fred Elson	P-271
Fred Schmid	P-372, P-374, P-375, P-376, P-377, P-388
Fred Schmid, Jr.	P-373
Gary Luedtke	P-19, P,74, P-75, P-76, P-430, P-528
Geoff Rames	P-279, P-457, P-505
George Corey	P-158
George & Lisa Finck	P-449
George Prieto	P-292
George Tokesky	P-192
Gerald Bendheim	P-132
Gerald Licari	P-132
Gilbert Pinkham	P-281
Gina Garcia	P-400
Gitty Malo Glori Stauch	P-354, P-,416
Graham Sharman	P-330, P-392, P-492
	P-482
Gregg Karasik	P-203
Greggory W. Sanders	P-331
Gregory Trask	P-162
Heather Lieberman	P-351
Heather Macintyre	P-323, P-388, P-453
Helen Gray	P-5, P-328
Henry Cusnir	P-172

Commenter	Letter Code(s)
Herb Ressing	P-431
Holly Miller	P-344
Holly Ouna Milbe	P-398
Ileana Weider	P-56
Illegible	P-501
Illegible	P-408
Iris Bornstein	P-139
Isabel Rimanoczy	P-4
Ismael Hernandez	P-282
J Peter Strong	P-497
Jack Heilig	P-150
Jackie Miller	P-128
Jacqueline Zumwalt	P-42, P-365
James Clamges	P-488
James L. Patterson	P-300, P-334, P,368, P-437
	P-208
Jane Dyar	P-63
Janet Brady	
Janice Banken	P-17
Jason Howard	P-153
Jean Alley	P-115
Jean Thomas	P-310
Jeannie DeRolf	P-319, P-380
Jeff Combs	P-221
Jenn Orkin	P-225
Jennifer Rutenis	P-369
Jennifer Pham	P-204
Jesse Miller	P-129
Jie Li	P-295
Jill Prizlee	P-455
Jim Sanders	P-484
Jim Pinleston	P-346
Joan Smith	P-526
Joan Sheridan	P-43
Joanka Lobracco	P-147, P-148
Joann Krohn	P-266
Joanne Korvick	P-435
Joanne Robinson	P-218, P-434
Jodie Maker	P-174
Joel Spiegelman	P-134
Joel Mains	P-309, P-460
John Skroch	P-475
John & Bobbi Bunton	P-343, P-397
John Anderson	P-2, P-46, P-367
John and Lisa Barter	P-470
John Barter	P-348
John Eastman	P-463
John Howard	P-169
John Mccrea	P-64
John Nichols	P-311
John Serko	P-51
John Skroch	P-429
JOHN OKIOOH	I -740

Jonathan Howe	Commenter	Letter Code(s)
Joni White	Jonathan Howe	P-277
Jose Pias P-385, P-273, P-410, P-412 Joseph Layne P-65 Joseph Mercogliano P-65 Joseph Namm P-263 Joseph Namm P-263 Jose P-423 Josh Boston P-423 Josh Boston P-423 Josh Boston P-423 Josh Boston P-485 Julian Ross P-160 Julian Ross P-160 Julian Ross P-160 Julian Ross P-160 Julian Ross P-180 Julian Ross P-180 Julian Ross P-199, P-200 Juon & Jim Ankston P-481 Justin Grubich P-242 Justine Browning P-274 Keering Romanian P-179 Karen Romes P-335, P-489 Karen Warfel P-88, P-69 Kathleen Howe P-330 Kathleen Howe P-320 Kathly Adams Frias P-413 Keith Roberts P-504 Keith Wagner P-120 Kelly Andrews P-313 Ken Stauch P-304, P-493 Kenneth L. Caccauale P-527 Kevin Geehan P-469 Kevin Young P-424 Kevin Geehan P-488 Kevin Young P-216 Kevin Young P-217 Kevin Young P-218 Kevin Young P-218 Kevin Young P-219 P-164 Kevin Wang P-154 Kim Bria P-168 Kimberly Brown P-214 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly Wang P-168 Kimberly Stooldkin P-170, P-171 Kraig Johnson P-255 Laurence Kenney P-461 Laurence Kenney P-161 Laurence Kenney P-162 P-209 P-209	Jonathan Streisfeld	P-149
Joseph Mercogliano	Joni White	P-7, P-37, P-494
Joseph Mercogliano	Jose Frias	P-385, P-273, P-410, P-412
Joseph Mercogliano	Joseph Lavne	
Joseh Namm	. ,	
Josh Baston		
Judy Seiler	•	
July Seiler		
Julian Ross		
Julie Gordon		
Julie Soviero		
Justin Grubich		
Justin Grubich P-242 Justine Browning P-274 K George Rabindran P-179 Karen Rames P-335, P-489 Karen Warfel P-68, P-69 Kathleen Howe P-320 Kathleen Howe P-320 Kathleen Howe P-313 Keith Roberts P-504 Keith Wagner P-120 Kelly Andrews P-313 Ken Stauch P-304, P-493 Kenneth L. Caccauale P-527 Kevin Geehan P-469 Kevin Woung P-424 Kevin Woung P-424 Kevin Woung P-317 Kevin Valle P-257 Kevin Valle P-257 Kevin Valle P-257 Kevin Wichael Wolfer P-486 Kevin Voung P-317 Kevin P-318 P-319, P-85, P-86, P-88, P-99, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Bria P-154 Kim Bria P-168 Kimberly Wang P-168 Kimberly Mrocawley P-404 Kimberly McCawley P-404 Kimberly McCawley P-404 Kimberly McCawley P-404 Kiristi Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Lavrence Kenney P-161 Layren Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		·
Justine Browning P-274		
K George Rabindran P-179 Karen Rames P-335, P-489 Karen Warfel P-68, P-69 Kathleen Howe P-320 Kathy Adams Frias P-413 Keith Roberts P-504 Keith Wagner P-120 Kelly Andrews P-313 Ken Stauch P-304, P-493 Kennerth L. Caccauale P-527 Kevin Geehan P-469 Kevin Woung P-424 Kevin Wolfer P-486 Kevin Young P-257 Kevin Young P-317 Kevin Young P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Bria P-158 Kim Bry P-168 Kimberly Wang P-188 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly McCawley P-404 Kristing Johnson P-371 Kristing Lundblad P-191 <t< td=""><td></td><td></td></t<>		
Karen Rames P-335, P-489 Karen Warfel P-68, P-69 Kathleen Howe P-320 Kathy Adams Frias P-413 Keith Roberts P-504 Keith Wagner P-120 Kelly Andrews P-313 Ken Stauch P-304, P-493 Kennest L. Caccauale P-527 Kevin Geehan P-469 Kevin Young P-444 Kevin Michael Wolfer P-486 Kevin Young P-317 Kevin Young P-317 Khalil Nasser P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly Brown P-214 Kimberly Solodkin P-170, P-171 Kraig Johnson Kristen Lundblad P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee		
Karen Warfel P-68, P-69 Kathleen Howe P-320 Kathy Adams Frias P-413 Keith Roberts P-504 Keith Wagner P-120 Kelly Andrews P-313 Ken Stauch P-304, P-493 Kenneth L. Caccauale P-527 Kevin Geehan P-469 Kevin Young P-444 Kevin Wichael Wolfer P-486 Kevin Young P-317 Kevin Young P-317 Kevin Young P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-152, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kristene Lundblad P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association P-240		-
Kathleen Howe P-320 Kathy Adams Frias P-413 Keith Roberts P-504 Keith Wagner P-120 Kelly Andrews P-313 Ken Stauch P-304, P-493 Kenneth L. Caccauale P-527 Kevin Geehan P-469 Kevin Young P-424 Kevin Wille P-257 Kevin Valle P-257 Kevin Young P-317 Kevin Young P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-921, P-931, P-941 Kim Bria P-154 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kristene Lundblad P-171 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee L. Cindric P-321		·
Kathy Adams Frias P-413 Keith Roberts P-504 Keith Wagner P-120 Kelly Andrews P-313 Ken Stauch P-304, P-493 Kenneth L. Caccauale P-527 Kevin Geehan P-469 Kevin Young P-424 Kevin Wilchael Wolfer P-486 Kevin Valle P-257 Kevin Young P-317 Kevin Young P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-315, P-391, P-491 Kim Bria P-154 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly Brown P-214 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Krist Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-321 Lawrence Kenney P-161 <		·
Keith Roberts P-504 Keith Wagner P-120 Kelly Andrews P-313 Ken Stauch P-304, P-493 Kenneth L. Caccauale P-527 Kevin Geehan P-469 Kevin Young P-424 Kevin Michael Wolfer P-486 Kevin Young P-317 Kevin Young P-317 Kevin Young P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Bry P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-321 L. Cindric P-321 Lawrence Kenney P-167 Leo Carey P-209 Les Annan P-10		
Keith Wagner P-120 Kelly Andrews P-313 Ken Stauch P-304, P-493 Kenneth L. Caccauale P-527 Kevin Geehan P-469 Kevin Young P-424 Kevin Michael Wolfer P-486 Kevin Valle P-257 Kevin Young P-317 Fevin Young P-317 Khalil Nasser P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-158 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly Brown P-214 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Krist Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-321 L. Cindric P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo		
Kelly Andrews P-313 Ken Stauch P-304, P-493 Kenneth L. Caccauale P-527 Kevin Geehan P-469 Kevin Geehan P-424 Kevin Michael Wolfer P-486 Kevin Valle P-257 Kevin Young P-317 Kevin Young P-16, P-28, P-29, P-85, P-86, P-88, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly Brown P-214 Kimberly Solodkin P-170, P-171 Krist g Johnson P-371 Krist Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-240 L. Cindric P-321 Lawrence Kenney P-161 Leo Carey P-9, P-167 Leo Carey P-209 Les Annan P-100		
Ken Stauch P-304, P-493 Kenneth L. Caccauale P-527 Kevin Geehan P-469 Kevin Young P-424 Kevin Wichael Wolfer P-486 Kevin Valle P-257 Kevin Young P-317 Kevin Young P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kristene Lundblad P-191 Krist Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-240 L. Cindric P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Lee Carey P-209 Les Annan P-10		1 1-9
Kenneth L. Caccauale P-527 Kevin Geehan P-469 Kevin Young P-424 Kevin Michael Wolfer P-86 Kevin Valle P-257 Kevin Young P-317 P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-321 L. Cindric P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Lee Carey P-209 Les Annan P-10		
Kevin Geehan P-469 Kevin Young P-424 Kevin Michael Wolfer P-486 Kevin Valle P-257 Kevin Young P-317 Kevin Young P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-321 L. Cindric P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		,
Kevin Young P-424 Kevin Michael Wolfer P-486 Kevin Valle P-257 Kevin Young P-317 Kevin Young P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-321 L. Cindric P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-100		
Kevin Michael Wolfer P-486 Kevin Valle P-257 Kevin Young P-317 Khalil Nasser P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Krist Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-321 L. Cindric P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		
Kevin Valle P-257 Kevin Young P-317 Khalil Nasser P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee P-240 L. Cindric P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		
Kevin Young P-317 Khalil Nasser P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Krist Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		
P-16, P-28, P-29, P-85, P-86, P-88, P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association P-240 Association's Airport Noise Committee P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		
Khalil Nasser P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491 Kim Bria P-154 Kim Huynh P-58 Kimberly Wang P-168 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee P-240 L. Cindric P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10	Reviit Tourig	
Kim HuynhP-58Kimberly WangP-168Kimberly BrownP-214Kimberly McCawleyP-404Kimberly SolodkinP-170, P-171Kraig JohnsonP-371Kristene LundbladP-191Kristi MorrowP-255Lauderdale Isles Civic Improvement Association Association's Airport Noise CommitteeP-240L. CindricP-321Lawrence KenneyP-161Layne AurandP-9, P-167Leo CareyP-209Les AnnanP-10		P-89, P-90, P-91, P-92, P-93, P-94, P-102, P-103, P-104, P-234, P-235, P-315, P-391, P-491
Kimberly Wang P-168 Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		
Kimberly Brown P-214 Kimberly McCawley P-404 Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		
Kimberly McCawley Kimberly Solodkin P-170, P-171 Kraig Johnson P-371 Kristene Lundblad P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee L. Cindric Lawrence Kenney P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		
Kimberly SolodkinP-170, P-171Kraig JohnsonP-371Kristene LundbladP-191Kristi MorrowP-255Lauderdale Isles Civic Improvement Association Association's Airport Noise CommitteeP-240L. CindricP-321Lawrence KenneyP-161Layne AurandP-9, P-167Leo CareyP-209Les AnnanP-10		
Kraig Johnson P-371 Kristene Lundblad P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10	Kimberly McCawley	
Kristi Morrow P-191 Kristi Morrow P-255 Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		
Kristi Morrow Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee L. Cindric Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-255 P-240 P-240 P-240 P-240 P-240 P-240 P-321 P-161 P-9, P-161 P-9, P-167 P-9, P-167 P-10		
Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee L. Cindric Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		
Association's Airport Noise Committee L. Cindric Lawrence Kenney P-321 Layne Aurand P-9, P-161 Leo Carey P-209 Les Annan P-10		P-255
Association's Airport Noise Committee L. Cindric P-321 Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10	Lauderdale Isles Civic Improvement Association	P-240
Lawrence Kenney P-161 Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10		
Layne Aurand P-9, P-167 Leo Carey P-209 Les Annan P-10	L. Cindric	
Leo Carey P-209 Les Annan P-10	Lawrence Kenney	P-161
Les Annan P-10		
Lesley Sanchez P-272	Les Annan	
	Lesley Sanchez	P-272

Commenter	Letter Code(s)
Linda & Richard Stoddard	P-359, P-478
Linda Doiron	P-113
Linda Picciolo	P-247
Lindsey Woodruff	P-38
Louis Allistair de Verteurl	P-523
Louis Preziosi	P-177
Louise Tully	P-454
Luis Giralt	P-163, P-164
Luna Nichols	P-312
Lynn Cahoon	P-1, P-405, P-529
Margaret Heinsen	P-198
Maria Avila	P-59
Marie Fazekas	P-143
	P-143
Marilyn Eyerman	
Mark Main	P-40
Martha Hall	P-219, P-298
Marvette & Bruce Hagevik	P-329
Mary Skroch	P-426, P-473
Mary Ayers	P-110, P-524
Matthew Silverstein	P-253, P-433
Meagan Clark	P-79
Meghan Emerson	P-66
Melenrita Main	P-41
Melissa Fisher	P-165
Melissa Harris	P-181
Mia Jowsson	P-283
Michael Straoland	P-420
Michael Abitol	P-211
Michael Brin	P-195
Michael Capelli	P-476
Michael D. Hanley	P-458
Michael Friend	P-20
Michael Mcgehee	P-185
Michael Meltzer	P-135
Michael Mulligan	P-284
	P-105, P-116, P-166, P-206, P-212,
Michael Olejniczak	P-233, P-336
Michael Ray	P-123
Michael Sartin	P-82, P-83
Michael Sartori	P-26, P-186
Milady Frias	P-382, P-387, P-411
Milton Anton	P-467
Mitchell Nathan	P-230
Mitchell Ryan Stone	P-466
Monica Casado	P-57
Mr. Johnson	P-441
Mr. & Mrs. Hall	P-425
Mr. & Mrs. Howard Frank	P-50
Mr. & Ms. Loleski	P-444
Mr. Luedtke	P-445
Ms. Marrapodi	P-440

Commenter	Letter Code(s)
Muriel Freund	P-450
Nancy Mccrea	P-21, P-22, P-49
Nancy Rodriguez	P-249
Natalie Cooke	P-314
Neal Leschel	P-289
Neil Rubin	P-111, P-525
Neil Smithson	P-81
Nicholas Brown	P-220
Nick Sadaka	P-156
Noemi Perez	P-77
Norman Longo	P-264
Pamela Leone	P-11
Pat Wright	P-443
Patrice Villalobos	P-48
Paul Cunningham	P-108
Paul Hunt	P-364
Paul Maier	P-173
Paula Damiani	P-207
Paula Kogan	P-244
Peggy Royer	P-261
Penny Shea	P-6
Peter S. Tingom	P-447
Peter Sheridan, Jr.	P-44
Philippo Allemaud	P-302
Phung Pham	P-205
	P-12, P-241
Pierre Dougniaux Prabhuling Patel	P-427
Rafael Puig	P-332
Rahizza Larco	P-384
	P-78, P-80
Ralph Guglielmo Rich Musch	P-296
Rich Musch Rich Soviero	P-296
Richard Katz	P-499
Richard Potter	P-396 P-187
Richard Allen	P-324
Richard Bongiorro	-
Richard Cahoon	P-31, P-34, P-39, P-45, P-318,P-507, P-520
Richard Hermann	P-189
Richard Katz	P-352
Richard N. Seaman	P-337
Richard Sarafan	P-100
Richard V. Thompson	P-418
Rick Cunningham	P-213
Rick Soltis	P-451
Robert Franks	P-503
Robert Powell	P-222
Robert Calabrese	P-27, P-104
Robert Franks	P-379
Robert Landers	P-107
Rodney Jamison	P-36
Nouney Jamison	F = 30

Commenter	Letter Code(s)
Roger Haberkorn	P-286, P-414, P-477
Roni Cohen	P-178
Rose Bechard Butman	P-355
Rose Ellen Glickman	P-124
Roz Cohodas	P-226
Russell Pressey	P-357, P-479
Ruth Tapper	P-276
Ryan Schmid	P-383
Samuel Gurevich	P-151
Sara Nichols	P-338, P-448
Sara Torres	P-339
Sarah Clifford Owen	P-127
Sarah Wellik	P-152
Scott Manzo	P-175, P-176
Scott McCawley	P-409
Sean Osley	P-519
Selden Ross	P-159
Shar Fromhoff	P-112
Sharon Grabowski Joseph	P-395
Sharon Hart-Wagner	P-121
Sharon Lowe	P-182
Shea Hansen	P-465
Shirley S. Weissman	P-259
Sophie Allemand	P-307
Stacey Manzo	P-130, P-131
Stephanie Houser	P-399
Stephen Fithian	P-262
Stephen Coleman	P-260, P-267
Stephen Lynch	P-70
Steve Breitkreuz	P-464
Steve Coleman	P-265
Steve Coleman Steve Dolgin	P-495
Steven Hiss	P-439
Su Jin Hwang	P-71, P-72
Susan Coe	P-136, P-137
Susan Convey	P-293
Susan Gilden	P-145
Susan Knight	P-84
Susan Licari	P-146
Susan Moustaki	P-13, P-14, P-322
Susan Moustala	P-407
	P-297
T. Cipollone Tanner Lake	
	P-517 P-232
Tanya Rausch	
Taylor Simmons	P-215
Terry Rhoades	P-280, P-530
Thierry Richter	P-35, P-370, P-521
Thomas Ferland	P-341
Thomas Ross	P-180
Todd Carpenter	P-270
Tom Ferland	P-452, P-532

Commenter	Letter Code(s)
Tony & Beth Martins	P-474
Tony Spalding	P-196
Travis Dawry	P-239
Troy Thomassen	P-428
Ulvi Mammadov	P-243
Valerie Rhoades	P-534
Vanessa Tobin	P-188
Victor Lehoczky	P-53
Vince Baumert	P-518
Vincent Valldeperas	P-3, P-340
Virginia Maier	P-138
Wendy Bravo	P-248
William Washa	P-140
William Burns	P-353
William Gray	P-333
William Runndehum	P-269
Yvonne Siegrist	P-461
Zachary Schultz	P-349
Zory Hunoz	P-325

G-1: Mary Ann Johnston

COMMENT RESPONSE

RDYAMAD AVIATION DEPAI	RTMENT Hollywood International Comment Form
Airport	
F L O R I D A 954-359-6100	Suite 101 • Dania Beach, Florida 33312 •
First and Last Name Mary Ann	Tohnston
First and Last Name	1 10
Address City of Fort Li	underdale
n:-1 1-0	P. Handand la cons
Email Address mjohnston (a)	fort lauderdale, gov
Meeting Location Plantation	1
The Broward County Aviation Department (BC	CAD) recently began a study to improve the
compatibility of Fort Lauderdale Hollywood In	iternational Airport (FLL) with the surrounding
communities. This study, a "Part 150 Study," v	will follow the process outlined in Title 14 of the
	irport Noise Compatibility Planning. At key points
during the project, newsletters will provide up	
	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation.
	ou would like the FLL Part 150 Study to address
about aircraft flight activity (select up to 3)?	
M Arrivals	Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	☐ Frequency of operations
☐ West Flow	$\hfill \square$ Overflights related to the new south runway
Nighttime operations (10pm -6am)	\Box Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (east of FLL)	☐ Southwest Ranches
☐ Hollywood	Weston
□ Davie	Othor

Dear Mary Ann Johnston:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following responses that apply to your comment.

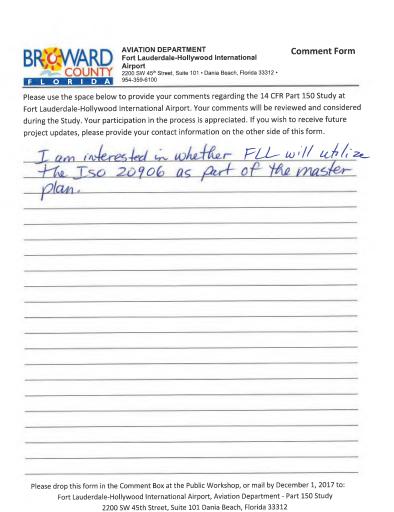
- 2-1: Arrivals
- 2-7: Early Morning and Nighttime Operations

The purpose of the Part 150 Study currently underway at FLL is to evaluate the compatibility of aircraft noise and surrounding communities. The Master Plan update is a separate project that is being conducted by a different consultant. It is suggested you refer to the master plan website, available at the link below. However, the next stage of the Part 150 Study process involves the introduction of recommendations to reduce the noncompatible land uses identified in the Noise Exposure Map Report and upgrading the network of noise monitors around the airport may be considered. Any future monitoring methodologies would be determined in coordination with FAA, but may include consideration of ANSI, ISO, or other standards.

http://www.broward.org/Airport/Business/Community/MasterPlan/Pages/default.aspx

G-1: Mary Ann Johnston (continued)

COMMENT CONTINUED



Page 2

Please note: All comments may be made publicly available.

G-2: Debra Case

COMMENT RESPONSE

	11-14
Airport	RTMENT Hollywood International Suite 101 - Dania Beach, Florida 33312 -
First and Last Name Debva Cas	e, COMMISSIONER
Address 327 Brichanan	St., PHA-1
Hollywan A	CL
Email Address dcase @ holly	2000 Fr. OR 9
Meeting Location Anne KOLB	Nature Park
encourages all interested parties to monitor t and announcements at www.fllpart150.com .	pdates on study progress. BCAD will also host e opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. you would like the FLL Part 150 Study to address
about aircraft flight activity (select up to 3)?	
☐ Arrivals	☐ Early morning operations
☐ Departures	☐ FAA airspace changes
□ East Flow	☐ Frequency of operations
☐ West Flow ☐ Nighttime operations (10pm -6am)	Overflights related to the new south runway Changes in flight paths for the north runway
Where do you live?	
□ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	□ Cooper City
☐ Fort Lauderdale (north or west of FLL)	□ Southwest Ranches
# Hollywood	□ Weston
□ Davie	□ Other

Dear Debra Case:

Thank you for submitting your comments regarding the the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 2-9: Changes to Airport Operations

G-2: Debra Case (continued)

COMMENT CONTINUED

RECWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45" Street, Suite 101 • Dania Beach, Florida 33312 • 984-398-9100
lease use the space below to provide your comments regarding the 14 CFR Part 150 Study at ort Lauderdale-Hollywood International Airport. Your comments will be reviewed and consider uring the Study. Your participation in the process is appreciated. If you wish to receive future roject updates, please provide your contact information on the other side of this form.	
oy sect	, 2017 if any . Thankyou

Page 4

P-1: Lynn Cahoon

COMMENT RESPONSE

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 NON confrontational 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.

Dear Lynn Cahoon:

- 1-9: Part 150 regulations/FAA Guidelines
- · 2-4: West Flow
- 3-2: Quality of Life
- 3-4: Fuel residue/Soot

P-2: John Anderson

COMMENT RESPONSE

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. 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. 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. 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. 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. 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.

Dear John Anderson:

- 1-6: Flight Tracks
- 1-9: Part 150 Regulations/FAA Guidance
- 1-10: NCP Recommendations
- 3-2: Quality of Life

P-3: Vincent Valldeperas

COMMENT RESPONSE

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.

Dear Vincent Valldeperas:

- 1-6: Flight Tracks
- 2-2: Departures
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations

P-4: Isabel Rimanoczy

COMMENT RESPONSE

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.

Dear Isabel Rimanoczy:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-5: Helen Gray

COMMENT RESPONSE

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

Dear Helen Gray:

- 2-4: West Flow
- 2-5: Existing Noise Complaint
- 2-7: Nighttime Operations
- 3-2: Quality of Life
- 3-4: Fuel Residue/Soot
- 3-5: Vibration

P-6: Penny Shea

COMMENT RESPONSE

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 ears 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 cannot be healthy.

Dear Penny Shea:

- 1-6: Flight Tracks
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude
- 3-2: Quality of Life
- 3-4: Fuel Residue/Soot

P-7: Joni White

COMMENT RESPONSE

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.

Dear Joni White:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

2-4: West Flow

P-8: Craig Canning

COMMENT RESPONSE

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!!

Dear Craig Canning:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

2-4: West Flow

P-9: Layne Aurand

COMMENT RESPONSE

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.

Dear Layne Aurand:

- 1-6: Flight Tracks
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life
- 3-3: Impact on Property Values
- 3-5 Vibration

P-10: Les Annan

COMMENT RESPONSE

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.

Dear Les Annan:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

2-4: West Flow

P-11: Pamela Leone

COMMENT RESPONSE

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.

Dear Pamela Leone:

- 2-4: West Flow
- · 3-2: Quality of life

P-12: Pierre Dougniaux

COMMENT RESPONSE

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.

Dear Pierre Dougniaux:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 3-2: Quality of Life

P-13: Susan Moustaki

COMMENT RESPONSE

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.thank you

Dear Susan Moustaki:

- 1-10: NCP Recommendations
- 2-8: Aircraft Altitude

P-14: Susan Moustaki

COMMENT RESPONSE

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.

Dear Susan Moustaki:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

2-4: West Flow

P-15: Bobbi Bunton

COMMENT RESPONSE

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 annoving 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? 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 & 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. 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!!! 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 prodedures and flight paths were introduced. The LICIA has been working w/ the Broward Aviation 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.

Dear Bobbi Bunton:

- 2-4: West Flow
- · 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life
- 3-3: Impact on Property Values
- 3-4: Fuel Residue/Soot

P-15: Bobbi Bunton (continued)

COMMENT CONTINUED

Many folks in the Isles are not technically savy 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 Compatability 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-16: Klalil Nasser

COMMENT RESPONSE

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.

Dear Klalil Nasser:

- 1-6: Flight Tracks
- 1-7: Public Meetings/Administration/Communication
- 2-2: Departures

P-17: Janice Banken

COMMENT RESPONSE

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.

Dear Janice Banken:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-6: Frequency of Operations

P-18: Cary Stebner

COMMENT RESPONSE

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!

Dear Cary Stebner:

- 2-2: Departures
- 2-4: West Flow
- · 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

P-19: Gary Luedtke

COMMENT RESPONSE

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.

Dear Gary Luedtke:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-10: Aircraft Operations Forecast

June 2019

P-20: Michael Friend

COMMENT RESPONSE

Our address is 9285 Southern Orchard Road S, Davie, FI 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

Dear Michael Friend:

- 1-6 Flight Tracks
- 1-7 Public Meetings/Administrative/Communication
- · 2-5 Existing Noise Complaint
- · 2-6 Frequency of Operations
- 2-7 Early Morning and Nighttime Operations
- 2-8 Aircraft Altitude

P-21: Nancy Mccrea

COMMENT RESPONSE

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.

Dear Nancy Mccrea:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-5 Existing/General Noise Complaint

P-22: Nancy Mccrea

COMMENT RESPONSE

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.

This comment is a duplicate of comment P-21.

P-23: Adriana Graubard

COMMENT RESPONSE

There are at least 1-2 loud planes PER MINUTE lately. They are extremely loud, and constant!

Dear Adriana Graubard:

- 2-5 Existing/General Noise Compliant
- 2-6 Frequency of Operations

P-24: Esteban Salvatore

COMMENT RESPONSE

The change in flight patterns after the additional runway has been negatively affecting our way of life. We bout hour 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 insolation with no attic so the sounds are unbearable in the day time let along at night. Heading need to be changed back south as they were. Simple solution....stagger takeoffs to create separation. Not that hard.

Dear Esteban Salvatore:

- 1-6 Flight Tracks
- 1-10: NCP Recommendations
- 3-2 Quality of Life

P-25: Aaron Pankonin

COMMENT RESPONSE

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. Planes flew overhead last night until almost 2am and started today prior to 6am.

Dear Aaron Pankonin:

- 1-6: Flight Tracks
- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations

P-26: Michael Sartori

COMMENT RESPONSE

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.

Dear Michael Sartori:

- · 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-27: Robert Calabrese

COMMENT RESPONSE

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.

Dear Robert Calabrese:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude

P-28: Khalil Nasser

COMMENT RESPONSE

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? "

Dear Khalil Nasser:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-9: Changes to Airport Operations

P-29: Khalil Nasser

COMMENT RESPONSE

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? "

Dear Khalil Nasser:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-9: Changes to Airport Operations

P-30: Dirk Lowry

COMMENT RESPONSE

Revert to the original flight path and stay away from over fliving 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? QUESTION !:" 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? "QUESTION 2: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? "

Dear Dirk Lowry:

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow

P-31: Dick Cahoon

COMMENT RESPONSE

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.

Dear Dick Cahoon:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise OCmplaint
- 2-6: Frequency of Operations
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life

P-32: Don and Gayle Buening

COMMENT RESPONSE

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 WayDavie, FL 33328

Dear Don and Gayle Buening:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 3-4: Fuel Residue/Soot

P-33: Angelina Pluzhnyk

COMMENT RESPONSE

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 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 nonsimultaneous 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

Dear Angelina Pluzhnyk:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations

P-33: Angelina Pluzhnyk (continued)

COMMENT CONTINUED

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.

P-34: Richard Cahoon

COMMENT RESPONSE

Comment for the BCAD Part 150 Studyl 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: Richard Cahoon, 2460 Cat Cay Lane, Fort Lauderdale, FL 33312 Mv email address: BchProp@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 FLL)". 1 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".2 [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.35. There is no mention of simultaneous versus non simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.46. 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

Dear Richard Cahoon:

- 1-9: Part 150 regulations/ FAA Guidelines
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-9: Changes to Airport Operations

P-34: Richard Cahoon (continued)

COMMENT CONTINUED

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.1Letter from Kent George to Mayor Jack Seiler, August 3, 2015.1Environmental 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".3 EIS 2008: Appendix H, Page H.1-6 TM294 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-35: Thierry Richter

COMMENT RESPONSE

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.

Dear Thierry Richter:

- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude
- 3-2: Quality of Life

P-36: Rodney Jamison

COMMENT RESPONSE

Redirect westward bound flight paths.

Dear Rodney Jamison:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

P-37: Joni White

COMMENT RESPONSE

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)". 1 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".2 [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.35. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.46. 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

Dear Joni White:

- 1-9: Part 150 regulations/ FAA Guidelines
- 1-10: NCP Recommendations
- · 2-6: Frequency of operations.
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations

P-37: Joni White (continued)

COMMENT CONTINUED

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.

P-38: Lindsey Woodruff

COMMENT RESPONSE

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)". 1 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".2 [emphasis added]. 4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only onenoise reading was taken for the EIS: for an arrival on Tortugas Lane.3 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.4 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

Dear Lindsey Woodruff:

- 2-2: Departures
- 2-4: West Flow
- · 2-6 Frequency of Operations
- 3-6: Prior Environmental Impact Statement (EIS)

P-38: Lindsey Woodruff (continued)

COMMENT CONTINUED

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. 1Letter from Kent George to Mayor Jack Seiler, August 3, 2015. 1Environmental 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". 3 EIS 2008: Appendix H, Page H.1-6 TM294 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

P-39: Richard Cahoon

COMMENT RESPONSE

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!

Dear Richard Cahoon:

- 1-10: NCP Recommendations
- 2-9: Changes to Airport Operations

P-40: Mark Main

COMMENT RESPONSE

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.coml 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! 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. 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. Mark Main 2524 Nassau LaneLauderdale Isles, FL 33312

Dear Mark Main:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude

P-41: Melenrita Main

COMMENT RESPONSE

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.coml 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! 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. 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. Melenrita Main 2524 Nassau LaneLauderdale Isles, FL 33312

Dear Melenrita Main:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude

P-42: Jacqueline Zumwalt

COMMENT RESPONSE

These planes wake you out of a sleep when the take off over Lauderdale isles They also at times cause vibration 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 They effectively take away our right to quiet enjoyment of our property. 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!

Dear Jacqueline Zumwalt:

- 1-6: Flight Tracks
- · 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life
- 3-5: Vibration

P-43: Joan Sheridan

COMMENT RESPONSE

Part 150 Comments: 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]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 nonsimultaneous 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

Dear Joan Sheridan:

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-9: Changes to Airport Operations

P-43: Joan Sheridan (continued)

COMMENT CONTINUED

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.

P-44: Peter Sheridan Jr.

COMMENT RESPONSE

Part 150 Comments: My wife and I have been residents of Lauderdale Isles on Key Largo Lane, Fort Lauderdale 33312 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]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 nonsimultaneous 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

Dear Peter Sheridan Jr.:

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-9: Changes to Airport Operations

P-44: Peter Sheridan Jr. (continued)

COMMENT CONTINUED

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.

P-45: Richard Cahoon

COMMENT RESPONSE

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.

Dear Richard Cahoon:

- 1-9: Part 150 Regulations/FAA Guidelines
- 2-5: Existing/General Noise Complaint

P-46: John Anderson

COMMENT RESPONSE

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 turboiet 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. 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. 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. 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

Dear John Anderson:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life
- 3-3: Impact on Property Values

P-46: John Anderson (continued)

COMMENT CONTINUED

Boston swore would "never happen." 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-47: Diane Barron

COMMENT RESPONSE

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.

Dear Diane Barron:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-8: Aircraft Altitude

P-48: Patrice Villalobos

COMMENT RESPONSE

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.

Dear Patrice Villalobos:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 3-4: Fuel Residue/Soot

P-49: Nancy Mccrea

COMMENT RESPONSE

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.

Dear Nancy Mccrea:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 3-2: Quality of Life

P-50: Mr. and Mrs. Howard Frank

COMMENT RESPONSE

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 Diplomate 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 feild. How many Banner accident crashes last year? We feel all surrounding areas shoud be addressed. Howard & Eleanor Frank948 Harborview N Hollywood, FL 33019 TEL. 954 455 1770

Dear Mr. and Mrs. Howard Frank:

- 1-6: Flight Tracks
- · 2-9: Aircraft Altitude

P-51: John Serko

COMMENT RESPONSE

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.

Dear John Serko:

- 1-10: NCP Recommendations
- 2-3: East Flow
- 2-4: West Flow

P-52: Amanda Spartz

COMMENT RESPONSE

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 inbetween. It gives you headaches.

Dear Amanda Spartz:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-53: Victor Lehoczky

COMMENT RESPONSE

The increase in noise is exponentially greater. Noticeably in the early AM mostly

Dear Victor Lehoczky:

- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-54: Demetra Lentzos

COMMENT RESPONSE

Cannot sleep past 6am on many mornings

Dear Demetra Lentzos:

- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-55: Becky Barstow

COMMENT RESPONSE

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.

Dear Becky Barstow:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-56: Ileana Weider

COMMENT RESPONSE

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

Dear Ileana Weider:

- 1-6: Flight Tracks
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 3-3: Property Values
- 3-4: Fuel Residue/Soot

P-57: Monica Casado

COMMENT RESPONSE

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.

Dear Monica Casado:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude
- 2-9: Changes to Airport Operations

P-58: Kim Huynh

COMMENT RESPONSE

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. We can't afford the storm windows to block the noise, not that it matters if you want to enjoy outdoor living here!

Dear Kim Huynh:

- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-59: Maria Avila

COMMENT RESPONSE

Terrible noise too often.

Dear Maria Avila:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-60: Bernadette Peters

COMMENT RESPONSE

Flights are loud and aircraft depart every minute. They fly so low over house so that noise penetrates hurricane windows. Starts early on weekends. Doesn't happen all the time so there should be alternatives.

Dear Bernadette Peters:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude

P-61: Beverley Tai Binger

COMMENT RESPONSE

It gets noticeably noisy in the evenings... very disrupting at the end of the day when u are trying to relax outside your home Dear Beverley Tai Binger:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-5: Existing/General Noise Complaint

P-62: Donna Russo

COMMENT RESPONSE

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.

Dear Donna Russo:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-6: Frequency of Operations

P-63: Janet Brady

COMMENT RESPONSE

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. 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. & Griffin Road. Takeoffs could be the same way!!!Please do something about this situation. This is NOT the same peaceful and beautiful Plantation we moved into years ago.

Dear Janet Brady:

- 2-2: Departures
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life
- 3-3: Impact on Property Values

P-64: John Mccrea

COMMENT RESPONSE

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 guiet. 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.

Dear John Mccrea:

- 1-6: Flight Tracks
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-65: Joseph Mercogliano

COMMENT RESPONSE

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 runaway cant travel west over I-595 before making their respective turns over the Everglades. Thank you.

Dear Joseph Mercogliano:

- 1-6: Flight Tracks
- 2-1: Arrivals
- · 2-2: Departures

P-66: Meghan Emerson

COMMENT RESPONSE

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. 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. 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.

Dear Meghan Emerson:

- 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 3-3: Impact on Property Values
- 3-4: Fuel Residue/Soot

P-67: Joseph Layne

COMMENT RESPONSE

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.

Dear Joseph Layne:

- 2-2: Departures
- · 2-3: West Flow
- 2-8: Aircraft Altitude
- 3-5: Vibration

P-68: Karen Warfel

COMMENT RESPONSE

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. 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.

Dear Karen Warfel:

- 1-7: Public Meetings/Administrative/Communication
- 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life
- 3-5: Vibration

P-69: Karen Warfel

COMMENT RESPONSE

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.

Dear Karen Warfel:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-7: Public Meetings/Administrative/Communications

P-70: Stephen Lynch

COMMENT RESPONSE

1. TDLS vs Voice

The FAA has spent millions of taxpayer dollars implementing a system at FLL called TDLS or Terminal Data Link System. This system enables Pilots and Controllers to communicate electronically, improving the delivery of complex clearances and removing the "human in the loop" and eliminating Readback/Hearback errors associated with voice communications. However, the practice of turning all departures to 290 headings requires the use of voice communication, thereby negating the safety benefits of the TDLS system. The TDLS system is just a small part in the billion-dollar Next Gen Initiative the FAA is currently implementing.

Voice communication errors that went undetected was the cause of the Tenerife airport disaster. From Wikipedia: On March 27, 1977, two Boeing 747 passenger jets, KLM Flight 4805 and Pan Am Flight 1736, collided on the runway at Los Rodeos Airport (now Tenerife North Airport), on the Spanish island of Tenerife, Canary Islands, killing 583 people in the deadliest accident in aviation history.

The collision occurred when KLM 4805 initiated its takeoff run while Pan Am 1736, shrouded in fog, was still on the runway and about to turn off onto the taxiway. The impact and ensuing fire killed everyone on board the KLM jet and most of the occupants of the Pan Am, leaving only 61 survivors from the aircraft's front section.

The subsequent investigation by Spanish authorities concluded that the primary cause of the accident was the KLM captain's decision to take off in **the mistaken belief that a takeoff clearance from air traffic control (ATC) had been issued**. Dutch investigators placed a greater emphasis on mutual misunderstanding in radio communications between the KLM crew and ATC but ultimately, KLM admitted their crew was responsible for the accident and the airline agreed to financially compensate the victims' relatives.

2. Heading change not IAW EIS

The environmental study never accounted for the change in procedures. And the noise mitigation monies were predicated on the study results. So, homes in my area were never considered for mitigation, even though I routinely register 80 decibels inside the master bedroom during west operations. Sound mitigation monies were paid according to EIS and not actual flight tracks.

3. Business vs Residential impact, 8 hour occupancy vs 24 hour

The change in procedures from leaving westbound departures on a 270 heading until west of Pine Island road has shifted the noise impact from a nearly entirely business/industrial area to a nearly completely residential area. The impact to the

Dear Stephen Lynch:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 2-2: Departures
- 2-4: West Flow
- · 2-9: Changes to Airport Operations
- 2-11: FLL Noise Insulation Program

In addition to the information referenced above, the following discussion addresses your comment.

The 2008 Environmental Impact Statement (EIS) was a study that considered the potential impacts of the addition of the southern runway at Fort Lauderdale-Hollywood International Airport (FLL) A Record of Decision (ROD) approved the 2008 EIS and all operations within this Part 150 Study are consistent with the published procedures at FLL.

P-70: Stephen Lynch (continued)

COMMENT CONTINUED

humans on the ground has shifted from part time occupancy dwellings to full time occupancy dwellings.

4. No simultaneous departures

Page 3, paragraph 9.a.1 of the 8/1/2017 Miami Approach Control/Fort Lauderdale Tower Letter of Agreement specifies all Turbojet departures utilizing the ARKES/ZAPPA/BAHMA/THNDR Departure Transition Areas or DTA's shall be established on 290 headings during west operations. This effectively means regardless of runway assignment FLL Tower must turn the lion share of all traffic north. This requirement negates the notion of FLL Tower ever utilizing "Simultaneous Departures" and putting both aircraft on 290 heading. Paragraph 9.b.1 further stipulates all other aircraft are assigned 305 headings moving them further into residential areas.

Considering the fact that procedurally FLL Tower must turn west runway turbojet departures to 290 heading regardless of runway assignment, thereby precluding any real simultaneous operations one must conclude this is being done to shave a mile or two of flight time from every departure. The fuel savings is then calculated and used as a justification for the runway expansion to begin with. Without actual simultaneous departures the airports capacity has not truly been increased by any significant degree. The only real benefit of the entire project is being experienced by airlines and it's miniscule at best. Meanwhile hundreds maybe thousands of residents that were never before affected by airport noise are now living in the path of these new procedures that were never briefed to the public prior to implementation for consideration or opposition.

P-71: Su Jin Hwang

COMMENT RESPONSE

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 & depature 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.

Dear Su Jin Hwang:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 3-4: Fuel Residue/Soot

P-72: Su Jin Hwang

COMMENT RESPONSE

In continuation of my previous email, I would like to point out that i've already reached out to the noise complaint staff & was advised that my house is not part of noise mitigation area & was directed to contact this site for more information about the new study. I would like to know about the detail & meeting schedules if it's open to the public. Thanks.

Dear Su Jin Hwang:

- 1-7: Public Meetings/Administrative/Communication
- 1-8: Available Data

P-73: Josh Hayer

COMMENT RESPONSE

To Whom It May Concern, 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. 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)? 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.

Dear Josh Hayer:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-3: East Flow

P-74: Gary Luedtke

COMMENT RESPONSE

2/3/18, 3:45 am wake-up That pilot and/or airline, are exactly what either the ANAC, or Part 150, should establish hefty financial penalties to.Into a dedicated fund, which annually gets divided by 857 & distributed to those homes in the 65 DNL.The pilot & airline because regardless if MIA FAA Controllers vector it to the south runway, the pilots • know they're going to roar >90 dB over a thousand homes adjacent to the south runway• know that FLL has requested the overnight curfew of south-runway landingsand can, & should request being side-stepped to the main runway instead.

Dear Gary Luedtke:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-75: Gary Luedtke

COMMENT RESPONSE

CLOSE, meaning RUNWAY LIGHTS OFF, 9p to 9am; the south runway as it was from ~1991 to 2013. Can it be done now? • just think of the times FLL uses just one runway overnights when one runway's under maintenance. • look at current operations reports, all showing one runway sufficient those hours

Dear Gary Luedtke:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

1-10: NCP Recommendations

P-76: Gary Luedtke

COMMENT RESPONSE

It was the late 80's when FLL expanded its main runway, & Broward purchased the adjacent Ravenswood homes, then converted the area to more-lucrative, commercially-succesful Port 95. 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. To finance the relocations, the FAA approved FLL increasing each departing Passenger Facility Charge \$1.50, sufficient to cover & per Broward "walled-off, not to be mingled with construction funding".18 years later, the Interlocal was reneged, & replaced by terms of remaining directly below the final approach; with partial, alternate mitigations. The accumulated PFC relocation-funding was redirected to construction. The result is the ~ 2,500 neighboring residents, of mostly Florida ocean-access homes, are to be isolated indoors. Even thru new windows, the average overflight's 85 dB approach disrupts a city-block, & continues another block beyond. But better than being in these predominantly waterfront yards, where exposure to the average 85 dB overflight prohibits conversation, & is defined as being harmful to hearing. Part 150 is the vehicle to renege the now-4-year renege, & 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".

Dear Gary Luedtke:

- 1-9: Part 150 Regulations/ FAA Guidelines
- · 2-5: Existing/General Noise Complaint

P-77: Noemi Perez

COMMENT RESPONSE

The aircraft noise is constant. Please try to find a solution that will work for everyone involved.

Dear Noemi Perez:

- 2-5: Existing/General Noise Complain
- 2-6: Frequency of Operations

P-78: Ralph Guglielmo

COMMENT RESPONSE

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 & 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. 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.Thanks,Ralph

Dear Ralph Guglielmo:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-9: Changes to Airport Operations
- 3-5: Vibration

June 2019

P-79: Meagan Clark

COMMENT RESPONSE

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? Any help you can provide would be greatly appreciated!

Dear Meagan Clark:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. This Part 150 Study is unrelated to the North Perry Airport and will not be generating any Noise Exposure Maps for North Perry Airport.

P-80: Ralph Guglielmo

COMMENT RESPONSE

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 evey 5 minutes from 7am - 11:30pm. This is by far excessive!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 himes. A win-win situation! Thanks for your consideration, Ralph

Dear Ralph Guglielmo:

- 1-10: NCP Recommendations
- · 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

P-81: Neil Smithson

COMMENT RESPONSE

I would like to attend the meetings. Is it possible to be notified when they are scheduled?Neil Smithson

Dear Neil Smithson:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-7: Public Meetings/Administrative/Communication

P-82: Michael Sartin

COMMENT RESPONSE

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.

Dear Michael Sartin:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. From your description of the document in question, our supposition would be that the document in question was a copy of the Partnership for Quieter Skies Quarterly Report, which is prepared by the Broward County Aviation Department. While we can not conclude which quarter this report was from, we would suggest reaching out to the Aviation Department to ask about the most recent Quarterly Report, which contains High Noise Events for both Arrivals and Departures out of Fort Lauderdale-Hollywood International Airport.

P-83: Michael Sartin

COMMENT RESPONSE

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

Dear Michael Sartin:

- 1-2 DNL (Use of the DNL Metric)
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-7: Public Meetings/Administrative/Communication
- 1-9: Part 150 Regulations/ FAA Guidelines

P-84: Susan Knight

COMMENT RESPONSE

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).

Dear Susan Knight:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

P-85: Khalil Nasser

COMMENT RESPONSE

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?Is the flight track information given to citizens the same as the information handled by ATC at KFLL? from the same source?

Dear Khalil Nasser:

- 1-6: Flight Tracks
- 2-6: Frequency of Operations

P-86: Khalil Nasser

COMMENT RESPONSE

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!!!!

Dear Khalil Nasser:

- 1-6: Flight Tracks
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

P-87: Ahmmed Chowdhury

COMMENT RESPONSE

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.

Dear Ahmmed Chowdhury:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-11 FLL Noise Insulation Program

P-88: Khalil Nasser

COMMENT RESPONSE

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. 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! 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 if 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. 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. Hence, I am convinced that the flight tracks have at least a 2 to 3 mile error. I have asked BCAD the following questions, and because of their dismissal, I ask the Part 150 committe to respond to:1) Who provides the flight tracks, i.e. who operates the equipment the generates the flight tracks ?2) When was this equipment and method for flight tracks calibrated? Who often does it need calibration?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 ?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 !!!!

Dear Khalil Nasser:

- 1-6: Flight Tracks
- 1-7: Public Meetings/Administrative/Communication
- 1-8: Available Data
- 2-4: West Flow

P-89: Khalil Nasser

COMMENT RESPONSE

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. 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! 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 if 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. 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. Hence, I am convinced that the flight tracks have at least a 2 to 3 mile error. I have asked BCAD the following questions, and because of their dismissal, I ask the Part 150 committe to respond to:1) Who provides the flight tracks, i.e. who operates the equipment the generates the flight tracks ?2) When was this equipment and method for flight tracks calibrated? Who often does it need calibration?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 ?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 !!!!

This comment is a duplicate of P-88.

P-90: Khalil Nasser

COMMENT RESPONSE

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. 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! 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 if 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. 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. 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 !I have asked BCAD the following questions, and because of their dismissal, I ask the Part 150 committe to respond to:1) Who provides the flight tracks, i.e. who operates the equipment the generates the flight tracks ?2) When was this equipment and method for flight tracks calibrated? Who often does it need calibration?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 ?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 !!!!PLEASE CALIBRATED AND VERIFY ACCURACY OF

This comment is a duplicate of P-88 and P-89.

P-90: Khalil Nasser (continued)

CO	MAN	IENI	CO	NITIN	UFD

FLIGHT TRACKS!

P-91: Khalil Nasser

COMMENT RESPONSE

PLEASE CALIBRATE AND VERIFY ACCURACY OF FLIGHT TRACKS! I have asked BCAD the following questions, and because of their dismissal, I ask the Part 150 committe to respond to:1) Who provides the flight tracks, i.e. who operates the equipment the generates the flight tracks? When was this equipment and method for flight tracks calibrated? Who often does it need calibration?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?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!!!!PLEASE CALIBRATE AND VERIFY ACCURACY OF FLIGHT TRACKS!

Dear Khalil Nasser:

- 1-6: Flight Tracks
- 1-8: Available Data

P-92: Khalil Nasser

COMMENT RESPONSE

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?

Dear Khalil Nasser:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-9: Part 150 Regulations/ FAA Guidelines
- 2-9: Changes to Airport Operations
- 2-10: Aircraft Operations Forecast
- 3-2: Quality of Life

Page 106 June 2019

P-93: Khalil Nasser

COMMENT RESPONSE

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?

This comment is a duplicate of P-92.

P-94: Khalil Nasser

COMMENT RESPONSE

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?

This comment is a duplicate of P-92 and P-93.

P-95: Barbara Davila

COMMENT RESPONSE

Is really hard to sleep in this area, late night and day time yesterdad 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 worseplease do something thank you

Dear Barbara Davila:

- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-96: Barbara Davila

COMMENT RESPONSE

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 .

Dear Barbara Davila:

- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude
- 3-5: Vibration

P-97: Ahmmed Chowdhury

COMMENT RESPONSE

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.

Dear Ahmmed Chowdhury:

- 1-7: Public Meetings/Administrative/Communication
- 2-5: Existing/General Noise Complaint

P-98: Edward Rebholz

COMMENT RESPONSE

I am a member of the Technical Committee,i was wondering when is the next meeting.Ed Rebholz

Dear Edward Rebholz:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-7: Public Meetings/Administrative/Communication

P-99: Christopher Crossley

COMMENT RESPONSE

Just purchased home in Avon Heights need to stay connected to study. I was told I am not eligible for any noise mitigationprograms need to know why

Dear Christopher Crossley:

- 1-9: Part 150 Regulations/ FAA Guidelines
- 2-11: FLL Noise Insulation Program

P-100: Richard Sarafan

COMMENT RESPONSE

It appears your DNL maps do not address noise levels in Weston. Hundreds of flights a week fly very low over Weston at all times of day and night and often the noise is deafening (depending on altitude and type of aircraft). Why is this not a part of your study? Our distance from the airport does not mean we are unaffected.

Dear Richard Sarafan:

- 1-9: Part 150 Regulations/FAA Guidlines
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-101: Alexander Borodenkov

COMMENT RESPONSE

I was was wondering how can I submit my feedback regarding my personal experience living next you FLL.I live at 2239 Clipper pl, Fort Lauderdale 33312.It's a shame that my condo was not approved for mitigation project and I have to deal with this increasingly annoying noise due to south runway expansion and excessive use especially west flow. Nothing bothers me and every other resident of my Villas at Harbor Isles community (approx 140 townhouses) that your new runway. North runway east or westflow is not a problem at all, but when it comes westflow departures from south runway it turns our community into living hell as we have to deal with it from as early as 6.15 am all the way till 1.15 am (Sunday 12/17/18 for example). It's a shame that you decided to call it a day by simply basing your decision on 2008 FAA report when the south runway wasn't even used for large commercial aircrafts since it was too short. Yes I know that officials did some sort of a computer test to calculate a noise impact from the south runway and ended up gettin the same exposure map as one back in 2008, but let me assure you that unless you are completely deaf there is no way you gonna determine that an impact from both runways on my community in particular is the same. Bottom line is yes, this noise is annoying, yes have someone from the decision making department come here and spend a day/night in our community so you'll understand the impact this westflow south runway departures. I'll gladly provide my bedroom free of charge. Thanks

Dear Alexander Borodenkov:

- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-11: FLL Noise Insulation Program

P-102: Khalil Nasser

COMMENT RESPONSE

We are concerned that the 2018 DNL Contour Maps currently published in this website for the Part 150 study are NOT helpful and they DO NOT represent accurately the noise exposure of neighborhoods around the airport. This is because the current map is an average of ESTIMATED noise levels for an entire year, diluting easterly and westerly takeoffs and departures into one chart. We understand the FAA is ok with just annual average charts, but they do not restrict the development of other charts. The data is there, it is just a matter of showing it in 4 charts instead of 1. A quick Google search has yielded studies for other airports were not only an annualized average chart is shown, but also a peak season chart is developed. For Fort Lauderdale airport, given the seasonality of conditions, were westerly operations are more often in winter/spring time, and easterly operations more often in summer/fall, it makes a lot of sense to ALSO display the noise contour charts in the following yearly groups:1) Easterly Operations Takeoff2) Easterly Operations Landings (landing from the West)3) Westerly Operations Takeoffs4) Westerly Operations Landings (landing from the East)This will depict a more accurate graphical representation of Noise contours. As a taxpayer in Broward county and following the sentiment of many in our community, we ask those at BCAD employed with our tax dollars, and the consultants for this study being paid with our tax dollars, to develop these charts. The data is there, there is not additional work or modelling required. Another problem with these charts is that they are based on theoretical values computed using flight track data and estimating the noise based on the type of plane along with it. Radar based flight track data is not highly accurate like GPS based data, and up until now BCAD employees and the consultants for this Part 150 study are not able to define the accuracy of radar based flight tracks with a +/- x ft range, since they have recognized there are variations based on radar location and we have been told also based on weather and other conditions. This confirms our neighborhood's concern that when flight tracks show a plane just south of I-595 heading west on a 290 departure, that it is actually

Dear Khalil Nasser:

- 1-6: Flight Tracks
- 1-9: Part 150 Regulations/ FAA Guidelines
- 2-4: West Flow

P-102: Khalil Nasser (continued)

COMMENT CONTINUED

north of I-595 and crossing through Lauderdale Isles with heading above 300. BCAD employees have not followed on our request to come up with an answer on flight track accuracy range, resolution and margin of error. If flight tracks have a range of accuracy and a resolution and a margin of error that is not identified, then noise levels obtained theoretically though the use of flight track data will not be accurate, there will be a compounded margin of error which should be included in the study, at the request of the people paying for this study (the client, we the taxpayers). Noise predictions for locations very close to actual flight tracks will be off, and officials in Broward County will be misled to believe noise contour maps that do not depict actual exposure levels. The current methodology may work well for other airports, but not for Fort Lauderdale, and we ask again, that the data is shown in four map/charts as listed previously. We ask BCAD employees to start addressing these concerns with ANAC representatives during regular or special sessions without further delays.

P-103: Khalil Nasser

COMMENT RESPONSE

According to the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study Draft Noise Exposure Map Report, section 6.3.2: The comment period begins December 16, 2018 and ends on January 23, 2019 (5:00 PM Eastern). The Draft NEM Report will be available at the above locations until the close of the comment period. Anyone wishing to submit comments may do so at any time during the comment period. ... "We ask that the comment period be extended by at least another 30 days after January 23rd, because the Draft NEM Report published for review IS INCOMPLETE, AND MISSING IS THE MOST IMPORTANT INFORMATION, WHICH IS THE FLIGHT TRACK DATA USED TO GENERATE THE NOISE CONTOURS. According to section 4.5.2: Flight corridors utilized by arriving and departing aircraft to and from each runway end were reviewed and a series of centerlines of the flight corridors (backbone tracks) were established. These tracks were dispersed within AEDT to generate sub-tracks in order to distribute the aircraft within each of the primary flight corridors based on the actual distribution of radar tracks. The AEDT flight tracks are depicted on Figures 4-2 through 4-3. Additional graphics that provide a more detailed depiction of FLL's arrival and departure flight tracks are provided in Appendix F, and large-scale drawings are included in Appendix K. The flight tracks and their respective utilization rates are forecast to remain constant for the 2018 and 2023 study years. Flight track utilization, by time of day, is provided in Appendix B-2, Tables B-2.13 and B-2.14."FIGURES 4-2 and 4-3, and APPENDIX F and K ARE MISSING. Without any flight track data, map or figure, the author of the report is depriving the reviewer from essential information, hence the report cannot be reviewed for accuracy and all any conclusion is baseless. Please extend your comment period and submit the aforementioned Figures 4-2 and 4-3 and Appendix F and K for public review.

Dear Khalil Nasser:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-7: Public Meetings/Administrative/Communication

In addition to the information referenced above, the following discussion addresses your comment.

Additionally, Figure 4-2, Figure 4-3, Appendix F, and Appendix K of the Draft NEM Report all contain the flight tracks used in the AEDT modeling and these sections were included in the printed and online copies of the Draft NEM Report.

P-104: Robert Calabrese

COMMENT RESPONSE

The arriving planes heading east are flying too low, making too much noise, and are using too similar of an approach pattern. This causes too much noise concentrated over specific locations east of the north and south runways. I've had impact windows installed on my own dime and that has not diminished the ridiculously loud noise coming from the aircraft. Please adjust the approach patterns for my variance and steeper descents to reduce noise concentrations.

Dear Robert Calabrese:

- 1-10: NCP Recommendations
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude

P-105: Michael Olejniczak

COMMENT RESPONSE

When planes take off heading west over my house the noise is unbelievable. Not much difference which runway is being used. This happens way to regularly. I live at 3620 SW 82 avenue and there is a microphone in my front yard. Not quite sure why this area was not included in the noise mitigation program. Would love to see the noise level stats for 1/6/19Michael Olejniczak

Dear Michael Olejniczak:

- 2-4: West Flow
- 2-5: General Noise Complaint
- 2-11: FLL Noise Insulation Program

P-106: Carolyn Lemay

COMMENT RESPONSE

Ever since the new runway was built, the frequency of landings from the west have increased and the planes now come right over my house in Davie. I live off of 81st Ave. Also, in the early mornings on any given day when the winds are favorable, the planes taking off going west from the new runway go right over my house at full throttle. Family visiting said this should be against the law. I'm like yeah, well, they are an airport and can do whatever they feel like doing. Very upsetting that I can't sleep later than 5am and very upsetting that planes still come in at all hours of the night. I feel that the incoming planes should still use the original route that have them going near Griffin road. A plane can change direction easier than I can get any sleep. I have been living in my townhouse for over 25 years and never have been subjected to so much noise. It is truly affecting my stress level.

Dear Carolyn Lemay:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-3: East Flow
- 2-4: West Flow
- 2-5: General Noise Complaint
- · 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

P-107: Robert Landers

COMMENT RESPONSE

International Air Transport Association User ID: 668246.Pursuant 14 CFR 157.3 each person who intends to do any of the following shall notify the Administrator in the manner prescribed in § 157.5. 14 CFR 150.21(b) states that each map, and related documentation submitted under this section must be developed and prepared in accordance with appendix A of this part, or an FAA approved equivalent, and in consultation with states, and public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the Ldn65 dB contour depicted on the map,FAA regional officials, and other Federal officials having local responsibility for land uses depicted on the map. International Air Transport Association Rules and Regulations of the Industry Committees I.(1) (i) outlines the Industry Committees role shall be to work closely with IATA management, advising on campaigns, policy issues or questions associated with the operation of industry programs.

Dear Robert Landers:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comments.

1-9: Part 150 Regulations/ FAA Guidelines

P-107: Robert Landers (continued)

COMMENT CONTINUED





Certificate of Completion

This is to certify that

Robert Landers

Has successfully completed

Rolls-Royce Corporation AE 3007 Engine Overview

on

7/Jan/2019

P-108: Paul Cunningham

COMMENT RESPONSE

For a 18 months now, it has been unbearable since the change of anything goes west of 441. I heard the noise pick up dramatically since the change. I heard that pilots are allowed to do any pattern they chose after they are west of 441. Of course they have to watch out for oncoming planes and have some rules. The noise is ridiculous. I have 50 percent hurricane windows and that's not enough even though that's all I can afford. I can't even go outside on certain days when the wind is in a certain direction and they are just coming over my house every 45 seconds to a minute and a half. I have been in the same home for 15 years and it seems like it wasn't as loud when they had different rules approximately 18 months ago. If there is any way they can go back to the older pattern, it wasn't near as bad. It's sad to live on the water and you can't entertain due to the unbearable noise.

Dear Paul Cunningham:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-9: Changes to Airport Operations

P-109: Diana Steeger

COMMENT RESPONSE

Aircrafts are flying directly over Lauderdale Isles for departures, as well as for arrivals into Fort Lauderdale airport. If that wasn't bad enough, operations start as early as 5:30am and can go as late as 11:00pm at night, with constant activity throughout any given day. The noise level is unbearable, and not to mention it affects our sleep, either waking us up or not allowing us to fall asleep. The airplane noise travels through our neighborhood, at times startling residents due to the loudness. This needs to stop.

Dear Diana Steeger:

- 2-1: Arrivals
- 2-2: Departures
- · 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-110: Mary Ayers

COMMENT RESPONSE

In addition to the pattern that takes the plane directly over our neighborhood at low levels when it is absolutely not necessary, the loud noise that constantly goes later than midnight and starts earlier than 6am has caused MUCH sleep disturbance. The fact that this study has stated that Lauderdale Isles does not have a plane noise issue is absolutely insane. I challenge you to try to have a conversation in my house with the low overflights and it is impossible. God forbid we want to open the windows when the weather is nice. We cannot due to the noise. Unacceptable.

Dear Mary Ayers:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude

P-110: Mary Ayers (continued)

COMMENT CONTINUED

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
Our must include your full name and complete address for your comment to be considered.

Name: MARY B. AYERS - MARY FIDA
Address: 2501 CAT CAY LN. FT. LAUDERDALE FL 33312 LAUDERDALE ISLE

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Mags developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noises contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Page 127 June 2019

P-111: Neil Rubin

COMMENT RESPONSE

If the departures stay along the 595 corridor and do not turn until west of I-75 then the noise levels are completely acceptable. What is unacceptable is the overflights occurring at all hours of the night and early morning, sometimes with less than 20 seconds between planes flying over. The sleep disturbance caused by this is UNACCEPTABLE. The fact that our neighborhood, Lauderdale Isles and surrounding neighborhoods is not included is insane. The noise levels are far beyond acceptable with these overflights.

Dear Neil Rubin:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-111: Neil Rubin (continued)

COMMENT CONTINUED

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

Name: NEIL T. RUBIN - LEW Sie Address: 2501 CAT CAY LANE, FT. LAMPERIALE, FL33312 - LAMPERIALE SLES

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 656b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b)that the 290 heading regularly used for westward departures compounds the noise lease (for us.).

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on flipart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Page 129 June 2019

P-112: Shar Fromhoff

COMMENT RESPONSE

The cooler weather allows for open doors and windows but the overhead noise is every 3-5 minutes. Plantation used to be quiet. The pollution also seems to present with more grime than before and being outside isn't relaxing when planes are coming and going.

Dear Shar Fromhoff:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 3-4: Fuel Residue/Soot

P-113: Linda Doiron

COMMENT RESPONSE

I am a owner of a condo located at 85 Gulfstream Road apt 103. When we purchased our condo, it was a quiet and nice place. Then, with the new runway, it is very noisy. We can no longer enjoy our balcony, we can not leave our doors open to let the breeze in that it is too noisy! When we have friends and family over, if we are sitting outside on the balcony, it becomes annoying that we have to stop talking to let the plane depart or arrive because of the noise! When we want to sleep in on the weekends, forget it! the planes wakes us up! Something when we go to bed earlier, the noise keeps us awake! What can we do to fix this? Thank you

Dear Linda Doiron:

- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-114: Elaine Francis

COMMENT RESPONSE

I am complaining about the airplane noise over by house. The noise can be easily eliminated. The planes are turning too soon when the planes are taking off or landing. The pilots know exactly what they are doing. We live near University Drive. The planes dump their fuel/exhaust putting black specks all over the driveway.

Dear Elaine Francis:

- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations
- 3-4: Fuel Residue/Soot

P-115: Jean Alley

COMMENT RESPONSE

The noise as they come in over a Davie to land is too loud. Sometimes there is a new plane landing every minute.

Dear Jean Alley:

- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-116: Michael Olejniczak

COMMENT RESPONSE

The noise and frequency of departures heading west is insane. Anytime the weather changes one might as well stay inside. Also there are many of us out there (3620 SW 55 Avenue) that do not waste our time complaining anymore. It has been a waste of time for the 25 years I have lived here. Believe in the real world where people are treated fairly the federal government should have bought these properties if they needed so badly to disrupt life around them. Incredible waste of man hours as in the end the airport is in the metro area and will only be handling more planes and any help with noise is fine if you hide inside. Michael Olejniczak3620 SW 55 AvenueDavie, FI Microphone #1

Dear Michael Olejniczak:

- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- · 2-6: Frequency of Operations

P-117: Carl Fazekas

COMMENT RESPONSE

Like to see airport implement RNAV controlled descent approach to east runways. Frequency of arrival at night is unbearable. My Nieghborhood gets impacted by both runways with arrivals.

Dear Carl Fazekas:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-6: Frequency of Operations

Page 135 June 2019

P-118: Gerald Licari

COMMENT RESPONSE

I live in a community called Lake Estates at Rolling Hills in Davie. I would like to make a complaint a out the frequency and noise if airplanes that land at the North runway of FLL. We unfortunately live in the direct line of the landing. I would like to recommend that the airport implement (RNAV CONTROLLED descent approaches) to both east runways. This method would lessen noise by approaching aircraft.

Dear Gerald Licari:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-119: David Fambo

COMMENT RESPONSE

Noise is unbearable

Dear David Fambo:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-5: Existing/General Noise Complaint

June 2019

P-120: Keith Wagner

COMMENT RESPONSE

Landings from West to East from approximately 5:15am to 5:45am are very noisy.

Dear Keith Wagner:

- 2-1: Arrivals
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-121: Sharon Hart-Wagner

COMMENT RESPONSE

Why is their landings before 6am most every morning at about 5:00 to 5:30am coming over Davie. Very loud!

Dear Sharon Hart-Wagner:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

Page 139 June 2019

P-122: Anne Marie Hall

COMMENT RESPONSE

Please address the noise. RNAV controlled descent to east runways.

Dear Anne Marie Hall:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-123: Michael Ray

COMMENT RESPONSE

Please do something about the noise of landing planes. These plane come right over my home in Davie. Please have the airport implement RNAV CONTROLLED descent approaches. Thank you.

Dear Michael Ray:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-124: Rose Ellen Glickman

COMMENT RESPONSE

Address noise issues with descent to both east runways.

Dear Rose Ellen Glickman:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-125: David Glickman

COMMENT RESPONSE

Noise from descent to 2east runways.

Dear David Glickman:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-126: Carlos Menendez

COMMENT RESPONSE

Aircraft noise is a real problem Please consider (RNAV CONTROLLED descent approaches to lessen this mayor problem

Dear Carlos Menendez:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-127: Sarah Clifford Owen

COMMENT RESPONSE

The constant noise from aircrafts flying over my home at all hours of the day and night is a nuisance. Please implement RNAV CONTROLLED descent approaches to both east runways. This method would lessen noise by approaching aircrafts.

Dear Sarah Clifford Owen:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-128: Jackie Miller

COMMENT RESPONSE

There is too much aircraft noise and recommend airport to implement(RNAV CONTROLLED descent approaches) to both east runways. Please lessen noise by approaching aircraft.

Dear Jackie Miller:

- 1-10 NCP Recommendations
- 2-1 Arrivals
- 2-5 Existing/General Noise Complaint

P-129: Jesse Miller

COMMENT RESPONSE

The aircraft noise is horrible and I recommend the airport to implement(RNAV CONTROLLED descent approaches) to both east runways. Thank you.

Dear Jesse Miller:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-130: Stacey Manzo

COMMENT RESPONSE

Impliment RNAV CONTROLLED descent approaches to both east runways.

Dear Stacey Manzo:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

P-131: Stacey Manzo

implement RNAV CONTROLLED descent approaches to both east runways

COMMENT

RESPONSE

This comment is a duplicate of P-130.

P-132: Gerald Bendheim

COMMENT RESPONSE

We now have twice the amount of air planes due to the expansion. Even though I live miles from the airport, I don't understand why the planes are coming in so low so far from the airport. Can they employ a steeper decent closer to the airport? Just trying to open our windows or sit outside at night is far from peaceful. Please help!

Dear Gerald Bendheim:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-8: Aircraft Altitude

P-133: Beverly Rose Banks

COMMENT RESPONSE

Well as I am commenting here (11:28 pm), the planes are flying right over my house and they are quite noisy. I've live directly on the flight path of FLL since I moved to Davie in 2003 and since that time I have noticed a considerable uptick in traffic and noise. Often, I am awaken by approaching planes somewhere in the 4:30-6:30 timeframe. Some planes are considerably louder than others. They seem to just come speeding over I've tried earplugs to block out the noise but this is an uncomfortable way to sleep. (My neighbor uses earplugs.) However, I do understand the important role aviation plays for the economy of Broward County. But with the expected growth of aviation in this region all parties should be working collaboratively on how to minimize the impact on communities. I know of many airports that have curfews, such as 11:00 PM-6:00 AM. Also, RNAV controlled descent approaches, which improve safety also lessen noise. I love my home and my community and throughout most of the day, the planes go unnoticed.

Dear Beverly Rose Banks:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

Page 151 June 2019

P-134: Joel Spiegelman

COMMENT RESPONSE

When I purchased my house over 17 years ago, the flight pattern did not go over my house. All day it was quiet and peaceful and I was able to enjoy my yard and pool. In those days it seemed that the flight path was much closer to SR 84, hence not a noise annoyance. Now aircraft fly over my house totally disturbing the the quiet enjoyment of my home. When I am in my pool, or have guests outside, when the aircraft fly over my house that is all we can hear. I do not understand why planes coming in for a landing cannot fly over SR 84. It makes sense not only from a noise abatement point of view, but also from a safety point of view as well. When planes fly over my house they are also flying over Nova Southeastern and a number of public and private schools as well. If there were to be an aircraft accident, the loss of young lives could run into the thousands. If that ever happened, I am sure everyone would want to know, what bureaucrats were so irresponsible as to allow such a dangerous condition to exist.

Dear Joel Spiegelman:

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations

P-135: Michael Meltzer

COMMENT RESPONSE

Eliminate nighttime flights that arrive early in the morning.

Dear Michael Meltzer:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-1: Arrivals

Page 153 June 2019

P-136: Susan Coe

COMMENT RESPONSE

Using both north and south runways simultaneously is deafening. A conversation is impossible. RNAV controlled descent approaches would be best.

Dear Susan Coe:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-137: Susan Coe

COMMENT RESPONSE

When both north and south runways are being used simultaneously, the noise is deafening. A conversation is impossible .RNAV controlled descent devices would be recommended.

Dear Susan Coe:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-138: Virginia Maier

COMMENT RESPONSE

(RNAV CONTROLLED descent approaches) to both east runways

Dear Virginia Maier:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

P-139: Iris Bornstein

COMMENT RESPONSE

Too much noise too frequent over our house

Dear Iris Bornstein:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-140: William Washa

COMMENT RESPONSE

When landing to the east why can't you make the approach following I-595 until it clears the residential neighborhoods.

Dear William Washa:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-3: East Flow
- 2-9: Changes to Airport Operations

P-141: Cynthia Preziosi

COMMENT RESPONSE

There is so much noise I would recommend you implement RNAV controlled decent approaches to both east runways.

Dear Cynthia Preziosi:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

Page 159 June 2019

P-142: Dharma Kumar

COMMENT RESPONSE

Aircraft noise at late night and early morning is very disturbing and interrupts with our sleep. No aircraft should be landing over the residences between 9 pm and 8 AM. Many of the aircraft are very noisy during landing, implement RNAV Controlled descent approach to reduce noise.Based on the study in state of California, breathing jet fuel causes cancer. No aircraft should be allowed to land or takeoff over the residential areas.

Dear Dharma Kumar:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 3-4: Fuel residue/Soot

P-143: Marie Fazekas

COMMENT RESPONSE

Airplane noise is unbearable when I'm sitting outside in my backyard. Please implement(RNAV CONTROLLED descent approaches) to both east runways.

Dear Marie Fazekas:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-144: Elizabeth Diamond

COMMENT RESPONSE

I would like to complain about aircraft noise and recommend airport to implement(RNAV CONTROLLED descent approaches) to both east runways. This method would lessen noise by approaching aircraft. Thank you.

Dear Elizabeth Diamond:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-145: Susan Gilden

COMMENT RESPONSE

I would like to complain about aircraft noise and recommend airport to implement(RNAV CONTROLLED descent approaches) to both east runways. This method would lessen noise by approaching aircraft. Thank you.

Dear Susan Gilden:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-146: Susan Licari

COMMENT RESPONSE

I have lived in this community for over 20 years and the airplane noise us getting worse every year. I would like to recommend that the airport implement(RNAV CONTROLLED descent approaches) to both east runways. This method would lessen noise by approaching aircraft.

Dear Susan Licari:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-147: Joanka Lobracco

COMMENT RESPONSE

Please implement the RNAV CONTROLLED descent approaches to both east runways. This method would lessen noise by approaching aircraft over my home in Davie.

Dear Joanka Lobracco:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

P-148: Joanka Lobracco

COMMENT RESPONSE

Please implement RNAV CONTROLLED descent approaches to both east runways. This method would lessen noise by approaching aircraft over my home in Davie.

This comment is a duplicate of P-147.

P-149: Jonathan Streisfeld

COMMENT RESPONSE

My complaint is about aircraft noise and I recommend the airport implement(RNAV CONTROLLED descent approaches) to both east runways. This method would lessen noise by approaching aircraft in my neighborhood.

Dear Jonathan Streisfeld:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-150: Jack Heilig

COMMENT RESPONSE

Limit arrivals from the west over Davie.Limit arrivals from 11pm - 7amReduce frequency of flights over Davie.

Dear Jack Heilig:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

June 2019

P-151: Samuel Gurevich

COMMENT RESPONSE

Airplane noise is unbearable! Noise mitigation, including RNAV CONTROLLED descent approaches to both east runways, is requested. Over ocean activity should replace overland activity whenever possible.

Dear Samuel Gurevich:

- 1-10: NCP Recommendations
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint

P-152: Sarah Wellik

COMMENT RESPONSE

Noise mitigation is requested for severe decrease in quality of like. Any changes, including RNAV CONTROLLED descent approaches to both east runways, is requested. Use of over water approaches whenever possible. Thank you.

Dear Sarah Wellik:

- 1-10: NCP Recommendations
- 2-11: FLL Noise Insulation Program
- 3-2: Quality of Life

P-153: Jason Howard

COMMENT RESPONSE

The planes make a lot of noise and there is aot of them.

Dear Jason Howard:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-154: Kim Bria

COMMENT RESPONSE

The loudest noise contributors tend to be the arrivals, specifically non-passenger flights particularly FedEx.

Dear Kim Bria:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-1: Arrivals

P-155: Barry Migicovsky

COMMENT RESPONSE

I live inDavie and the airplanes start at 5 am and continue through out the day and night. The noise is horrendous and would so much appreciate if they take off and land off the ocean where it is not so disruptive. The noise level is bothersome during sleep hours and if outside every 5-10 minutes a flight is overhead.

Dear Barry Migicovsky:

- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

P-156: Nick Sadaka

COMMENT RESPONSE

Airplane traffic and noise have become a nuisance in Lake Estates of Rolling Hills. We get the majority of traffic to 10L. Please institute RNAV controlled descent approaches to both east runways.

Dear Nick Sadaka:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-157: Dana Sakada

COMMENT RESPONSE

Seasonal aircraft traffic has increased and night operations are a nuisance. Please implement RVAV controlled descent approaches to both east runways to reduce noise in our neighborhood.

Dear Dana Sakada:

- 1-10: NCP Recommendations
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

P-158: George Corey

COMMENT RESPONSE

595 should be the line to the airport not over homes...flights should take off toward the west not circling out to land...land from east to west

Dear George Corey:

- 1-10: NCP Recommendations
- 2-4: West Flow

P-159: Selden Ross

COMMENT RESPONSE

The noise caused by air traffic affecting my neighborhood (Lake Estates at Rolling Hills), which is west of the airport, is extraordinarily disruptive and is an unmitigated nuisance. I can't sit inside my own home with my family to watch TV without having to pause the TV every 5-10 minutes when a plane flies overhead. The noise from planes overhead wakes me and my pregnant wife up at all hours of the night and early morning. Outside of my home, I can't engage in friendly conversation with my neighbors without having to either yell at the top of my lungs or pause my conversation to wait until the plane passes overhead. The noise from arriving and departing planes has gotten progressively worse over the past year or so, and something needs to be done. The perpetual airport noise is making my home and my neighborhood unlivable; it has significantly detracted my ability to enjoy my home (both inside and out). I invite you to come to my neighborhood, walk around outside and sit inside any of our homes to experience firsthand the awful disruption from the airport noise. Couldn't the planes be redirected to take off and land along a path that follows I-595, which is not a heavily residential area and is already a noisy area because of the highway? Please feel free to call me if you have any questions, would like a recording of the disruptive noise or would like to visit my neighborhood to hear the noise firsthand. Selden Ross954-558-31173723 W. Lake Estates Dr.Davie, FL 33328

Dear Selden Ross:

- 1-10: NCP Recommendations
- 2-4: West Flow
- · 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

P-160: Juliann Ross

COMMENT RESPONSE

I live in Lake Estates at Rolling Hills (across the street from Nova Southeastern University). We moved here a little over a year ago and love the neighborhood. However, our one complaint is the planes. They are extremely loud, distributive, frequent, and honestly a deterrence. We hear them at all hours (early morning and late at night). It hinders our ability to sleep, to have conversations, to watch television, and to enjoy our home. I am 8 months pregnant (already having trouble sleeping) and when I am actually able to sleep, I am am often woken by planes. I am not looking forward to how the noise will affect the sleep of our newborn. It would be much appreciated and a huge relief if the flight plans were switched to a less residential area. Thank you for your consideration.

Dear Juliann Ross:

- 1-10: NCP Recommendations
- · 2-5: Existing/General Noise Complaint
- · 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

P-161: Lawrence Kenney

COMMENT RESPONSE

Aircraft noise for those on final approach is highly intrusive. It is impossible to hold a conversation when outside and awakens us during the night. We recommend that RNAV controlled descent approaches be implemented for both eastbound runways.

Dear Lawrence Kenney:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

Page 179 June 2019

P-162: Gregory Trask

COMMENT RESPONSE

Hello. My family (including our minor children) live in Davie. The noise from aircraft is insufferable. It is never ending all day and night. These planes fly RIGHT ABOVE my house (we live off University Drive between 595 and Griffin Road). It is particularly bad when planes are arriving/approaching for landing from the west. Something really needs to be done to ameliorate the noise. As a matter of fact, there have been multiple airplanes flying right over my house as I am typing this complaint. I did some research on my own and I understand that the airport could implement RNAV controlled descent approaches, and that method would lessen noise by approaching aircraft. Couldn't that be implemented?!?!?!I also believe the new runway should be used more for landings from the west, so that the old runway doesn't get all the landings. I rarely see planes landing from the west on the new runway.

Dear Gregory Trask:

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint

P-163: Luis Giralt

COMMENT RESPONSE

Aircraft noise at night and in the morning is a big nuisance. Furthermore, our roof has to be pressured cleaned (at our expense) much more often due to fuel from commercial planes.

Dear Luis Giralt:

- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 3-4: Fuel Residue/Soot

P-164: Luis Giralt

COMMENT RESPONSE

Aircraft noise at night and in the morning is a big nuisance. Furthermore, aircraft fuel forces us to pressure clean our roof (at our expense) much more often.

Dear Luis Giralt:

- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 3-4: Fuel Residue/Soot

P-165: Melissa Fisher

COMMENT RESPONSE

Complaints about NOISE. Would like to reduce notice from incoming planes. Please implement RNAV controlled decent approaches to lessen noise to both east runways.

Dear Melissa Fisher:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint

P-166: Michael Olenjniczak

COMMENT RESPONSE

The noise levels are absurd when planes depart flying west. Also what is happening with the new runway we built? See very very little traffic.

Dear Michael Olenjniczak:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-4: West Flow
- 2-5: Existing/General Noise Complaint

In addition to the information referenced above, the following discussion addresses your comment.

Runway Use

The south runway at FLL is Runway 10R/28L. For the year Existing Condition (2018) contour, Runway 10R was used 28% and 7.4% of daytime and nighttime arrivals, respectively. Runway 28L was used for 6.9% and 1.2%, respectively, for daytime and nighttime arrivals. For aircraft departures, Runway 10R was used 31.6% during the daytime and 15.8% during the nighttime. Runway 28L was used 6.7% and 3.4% for daytime and nighttime departures, respectively.

As activity increases at FLL through the year 2023, and the gate improvements at the south terminal area are completed, it is expected that Runway 10R/28L will continue to support a larger percentage of aircraft operations.

P-167: Layne Aurand

COMMENT RESPONSE

I have reviewed your "sound contour" maps, which I suppose used "algorithms" and some kind of dream about how physics allow sound to move in air. They are NONSENSE, when the actual tracks of the westbound departing planes fly RIGHT OVER THE TOP of populated areas immediately to the north and west of the airport show you clearly where the noise actually IS. Have you even came to Lauderdale Isles on a westerly day? Go stand at the end of Marathon Lane for a morning. See what nonsense your "contour maps" really are. I've also seen the alleged "track maps" of departing flights. Do you not SEE the preponderance of flights that leave in a northwesterly direction virtually the instant they leave the end of the runway? The SOUND from those departing heavy jets, reaching maximum throttle as they attempt to climb, literally rattles the roofs on our buildings, and makes the outdoor use of our properties virtually impossible. According to all reports, the "Part 150 study" says we don't have a "problem," because we only deal with noise about 19-20% of the year. Well, think about that for a moment. That represents between 69 and 73 DAYS out of a year. Now mind you, on days when the prevailing weather is coming from the west, they begin at 5:45 am and often don't stop until 1 am! And sometimes, those weather patterns stay in place for days at a time! Let's imagine this, for you who don't experience what we do: Have someone show up at your house and fire repeated semi-automatic blank shotgun rounds over your roof every three to five minutes from before sunrise, 'til midnight. THEN you might get a sense of what you people are WILLFULLY INFLICTING ON US. Yes I said willfully, because we ALL know this departure pattern is relatively new. Even when I first moved here, which was only three years ago, this departure disruption almost never happened. What "I" think is. you, the Broward county government, think of two metrics: "Growth," and "revenue." Sure, the airport provides revenue, and yes, the area is experiencing explosive growth. BUT, those are not the only two metrics with which to experience success. They're not even the best metrics. QUALITY OF LIFE is more important. But, because

Dear Layne Aurand:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 1-7: Public Meetings/Administrative/Communication
- 2-4: West Flow
- 2-6: Frequency of Operations
- 3-2: Quality of Life
- · 3-5: Vibration

Page 185 June 2019

P-167: Layne Aurand (continued)

COMMENT CONTINUED

of your greed for revenue, and the pride with which you brag about growth, you capitulate to the airlines and allow their pilots to run all over you just so they can knock a few miles and minutes off of their flight times, so two-or three-hundred people can get to Newark five minutes faster, while THOUSANDS OF US on the ground, your permanent constituency, your rate payers, and your VOTERS, have our lives ruined, in the name of airport jobs and revenue. The level of stress created by this situation alone is enough to make some people experience distress, as they just ponder the prospect of waking up to another day of endless ear shattering noise.DEAL WITH IT. Shut DOWN the northerly departures. INSIST the flights travel west, over the commercial corridor, until they have gained sufficient altitude that their "sound contour" isn't rearranging the furniture by my pool, THEN allow them to turn to the north. It's disgusting, and you CAN stop it.And, if you don't, remember this. Remember Phoenix. The city government of Fort Lauderdale has committed to SUING you for your infringement on our rights, and your disruption of our lives. So deal with the mess you're allowing, or spend your money defending your negligence.

P-168: Kimberly Wang

COMMENT RESPONSE

The aircrafts are very noisey! It disturbs the peace.

Dear Kimberly Wang:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comments.

• 2-5: Existing/General Noise Complaint

P-169: John Howard

COMMENT RESPONSE

The airplanes are loud and I'm worried about the fumes.

Dear John Howard:

- 2-5: Existing/General Noise Complaint
- 3-4: Fuel Residue/Soot

P-170: Kimberly Solodkin

COMMENT RESPONSE

The planes feel like they are getting closer and closer.

Dear Kimberly Solodkin:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-8: Aircraft Altitude

P-171: Kimberly Solodkin

COMMENT RESPONSE

Its starting to feel like you are in the backyard of the airport. The frequency of planes has increased dramatically.

Dear Kimberly Solodkin:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-6: Frequency of Operations

P-172: Henry Cusnir

COMMENT RESPONSE

I have been living in Davie for almost 15 years. We chose our house location based on the original airport runway. Since the south runway has been operational I had to change my windows due to the noise as it would wake me up at night as well as early morning. Davie did not qualify for reimbursement of impact windows so I had to pay out of pocket (almost \$25.000.00)I have spoken to members of our community and it seem to be a solution which I hope is implemented. I hope Broward county mandates aircraft noise reduction and recommend airport to implement RNAV CONTROLLED descent approaches to both east runways.

Dear Henry Cusnir:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 2-11: FLL Noise Insulation Program

P-173: Paul Maier

COMMENT RESPONSE

The planes come over the house every 2/3 min. It's just too often.

Dear Paul Maier:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-6: Frequency of Operations

P-174: Jodie Maker

COMMENT RESPONSE

Aircraft noise is very apparent and would like FLL airport to implement(RNAV CONTROLLED descent approaches) to both east runways as this method would lessen noise by approaching aircraft. Thank you.

Dear Jodie Maker:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-175: Scott Manzo

COMMENT RESPONSE

Implement rnav controlled decents

Dear Scott Manzo:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

: Scott Manzo			
	COMMENT		RESPONSE
Implement rnav controlled descents		This comment is a duplicate of P-175.	
implement may controlled descents		This confinent is a duplicate of F-175.	

P-177: Louis Preziosi

COMMENT RESPONSE

The airplane noise is extremely loud over our very nice housing development. I would like to see the flight plan change at least a mile south of us for incoming and outgoing flights. The path is currently directly over over housing development and late night flight, early morning departures and the "red eye arrivals" in the early early mornings are rediculous. The flight plan could be routed a little south over a commercial area that isn't occupied after 6:00pm or open before 6:00am. Having the flight plan over residential is rediculous while options are available not to far south from our neighborhood. Thank you..

Dear Louis Preziosi:

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-178: Roni Cohen

COMMENT RESPONSE

Very strong noise from approaching aircraft. Please implement RNAV CONTROLLED descent approaches to both east runways.

Dear Roni Cohen:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint

P-179: K George Rabindran

COMMENT RESPONSE

The noise is disturbing, making conversation difficult, if our windows are open, or if we are outside.

Dear K George Rabindran:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-5: Existing/General Noise Complaint

P-180: Thomas Ross

COMMENT RESPONSE

I live in a private community at Lake Estates Rolling Hills off of University Dr. and SW 36th street and we are apparently the traffic area for these plans to line up before they land...one after the other... It's loud as they are making the descent and are very close. It would be fair if perhaps it were like this sometimes...but it seems like all the time. Also, the gas dump gets on our cars and roofs causing long term damage. I believe the flight path has negatively impacted the property values and desirability of a great neighborhood to some extent.

Dear Thomas Ross:

- 2-1: Arrivals
- 2-8: Aircraft Altitude
- 3-3: Impact on Property Values
- 3-4: Fuel Residue/Soot

P-181: Melissa Harris

COMMENT RESPONSE

aircraft noise and recommend airport to implement(RNAV CONTROLLED descent approaches) to both east runways.

Dear Melissa Harris:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-182: Sharon Lowe

COMMENT RESPONSE

The noise has indeed become very noticeable. I have had company comment on it and one morning I actually wondered if we were at war!

Dear Sharon Lowe:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-5: Existing/General Noise Complaint

P-183: Audrey Edwards

COMMENT RESPONSE

I can't sleep when I need to. I work THREE jobs and need my sleep. I d. Ought Bise sly dbufs but I have to have the volume so loud, it's too loud and they are of no use. On the nights I know that the planes will be flying west, I pack an overnight bag and spend the. Ishtar away from my house. I can't even have a conversation with my neighbor across the street!

Dear Audrey Edwards:

- 2-4: West Flow
- 3-2: Quality of Life

P-184: Audrey J Edwards

COMMENT RESPONSE

I can't sleep in my own house when the planes take off to the west!

Dear Audrey J Edwards:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

2-4: West Flow

P-185: Michael Mcgehee

COMMENT RESPONSE

I live in the Lauderdale Isles area of Broward County. The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience. We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the

Dear Michael Mcgehee:

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 1-7: Public Meeting/Administration/Communication
- 1-8: Available Data
- 1-9: Part 150 Regulations/FAA Guidelines
- 2-4: West Flow

P-185: Michael Mcgehee (continued)

COMMENT CONTINUED

airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling. Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

P-186: Michael Sartori

COMMENT RESPONSE

I live in the Lauderdale Isles area of Broward County. The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendousaircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience. We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the

Dear Michael Sartori:

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 1-7: Public Meeting/Administration/Communication
- 1-8: Available Data
- 1-9: Part 150 Regulation/FAA Guidelines
- 2-4: West Flow

P-186: Michael Sartori (continued)

COMMENT CONTINUED

airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling. Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area. This graphic superimposes two maps provided onfllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.

P-187: Richard Allen

COMMENT RESPONSE

The flight frequency is so often and the planes are so low there is seldom a break from the noise. The new runway has literally hindered our quality of life and can no longer use our backyard. In addition, it has adversely affected the value of our home by approximately 30% due to noise pollution.

Dear Richard Allen:

- 2-4: West Flow
- 2-6: Frequency of Operations
- 2-8: Aircraft Altitude
- 2-5: General Noise Complaint
- 3-2: Quality of Life
- 3-3: Impact on Property Values

P-188: Vanessa Tobin

COMMENT RESPONSE

The planes are very loud, often waking me from my sleep and very often

Dear Vanessa Tobin:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-189: Richard Hermann

COMMENT RESPONSE

The noise created from the increase in air traffic has become a palatable problem. It would be appreciated if the airport implemented some sort of noise reducing guidelines that would lessen any noise by approaching aircraft. One such suggestion would be the use of RNAV controlled descent approaches to both east runways. Thank you

Dear Richard Hermann:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-190: Marilyn Eyerman

COMMENT RESPONSE

We live in Plantation Harbor, the southeast area of Plantation and have lived here for 20 years. We realize airports and air travel has increased over the years, but we have never experienced such a high degree of noise and frequency of flights taking off continuously over our house (when the wind is out of the west, southwest or northwest) as we have these past few years. We thought with the new runway the noise issue would be somewhat curtailed, but it has just gotten horrific! Early morning, late night and anytime in between...we cannot hear ourselves talk, the phone, the television...every 30 seconds we need to put the tv on pause so we can hear whats going on! Thank goodness for dvr's and the pause button! It seems the planes turn directly over our house to go north. The noise from one plane stops when another one starts!!! If only they could stay on the due west course, more so directly over 595 or a bit south before turning north it may help somewhat. We have submitted complaints constantly in the past to the website obviously to no avail. Help would certainly be appreciated.

Dear Marilyn Eyerman:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

P-191: Kristene Lundblad

COMMENT RESPONSE

The incoming aircraft noise is excessive. We cannot carry on a conversation on my back patio when a plane is coming in for a landing. Which is every few minutes! I recommend that the airport implement RNAV CONTROLLED descent approaches to both east runways. This method would lessen noise by approaching aircraft. Thank you.

Dear Kristene Lundblad:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-192: George Tokesky

COMMENT RESPONSE

The aircraft noise is excessive. I recommend that the airport implement RNAV CONTROLLED descent approaches to both east runways. This method would lessen noise by approaching aircraft.

Dear George Tokesky:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-193: Brenda Horner

COMMENT RESPONSE

I have done everything in my house to limit the noise and now it is up to you. It is very frustrating that we simply cannot carry on a conversation in our backyard while these planes are cutting over our neighborhood. I bought my house in 2003 and this was not the case. We were also informed that the new runway would not be an impact-well something has changed. The late night and early morning flights are disruptive to sleep and it is impossible to leave the windows open. I also do not understand why we need to continue to file complaints when there is a microphone 3 houses away. I bought my house in a location that should not have been impacted by the airport and the ability to enjoy the outdoors as I did years ago. Please restore my sleep and restore my tranquil piece of paradise

Dear Brenda Horner:

- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life

P-194: Andrea Brin

COMMENT RESPONSE

We live in Davie and we hear the noises from the airplanes all the time. It is really loud and wakes us up very early in the morning too.

Dear Andrea Brin:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

P-195: Michael Brin

COMMENT RESPONSE

The noise that we hear in and around my home is quite obtrusive. I am putting in impact windows and additional insulation in my attic to combat this noise. I have the annoyance of being woken up by aircraft early in the morning and hearing the aircraft throughout the day and ultimately in the evening. It is maddening. I would hope that my voice will be included with others that find this to be out of control. With FLL becoming more of a major airport, air traffic has continued to get out of control, much to my disdain. I have heard that RNAV descent controls could lessens the impact of the noise, and if this is the case, I fully support the measure so long as it doesn't place me in additional harms way by having aircraft falling out of the sky. I implore the committee to spend time in Davie in the landing path to see how productive they can be if they had to endure the same issues that we have for so long.

Dear Michael Brin:

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-196: Tony Spalding

COMMENT RESPONSE

150 your part 150 study is flawed as these aircraft are just as noisy in the morning as they are in the afternoon as they are in the evening just depends on how many people are home to report it . for people like me , , who live with the windows open and mostly Outdoors , you have ruined my life! I have been here 30 years and the last five have been a nightmare you owe me big-time

Dear Tony Spalding:

- 1-9: Part 150 Regulation/FAA Guidelines
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-197: Asher Spalding

COMMENT RESPONSE

90% of all aircraft are banking to the north where they leave the north Runway or the South Runway one out of every 11 flights leaves to South Runway All other flights are leaving on the North Runway your data flightpath is skewed compared to GPS and radar data from my equipment you are lying to us and you need to fix the problem you have ruined my house value and you have ruined my way of life

Dear Asher Spalding:

- 1-6: Flight Tracks
- 2-4: West Flow
- 3-3: Impact on Property Values

P-198: Margaret Heinsen

COMMENT RESPONSE

These flights Over The Last 5 Years go directly over my house from 5:30 in the morning until 3 a.m. at night when there is a west southwest Northwest or no wind at all every flight is banking to the north and at my age the noise and the shaking of the house can be life-threatening

Dear Margaret Heinsen:

- 2-4: West Flow
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-5: Vibration

P-199: Julie Soviero

COMMENT RESPONSE

The noise from the planes overhead are too frequent and too loud. I am concerned with the pollution they give too close to our home.

Dear Julie Soviero:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 3-4: Fuel Residue/Soot

P-200: Julie Soviero

COMMENT RESPONSE

The aircraft noise and pollution are concerning. I recommend that the airport implement(RNAV CONTROLLED descent approaches) to both east runways. This method would lessen noise by approaching aircraft.

Dear Julie Soviero:

- 1-10: NCP Recommendation
- 2-5: Existing/General Noise Complaint
- 3-4: Fuel residue/Soot

P-201: Rich Soviero

COMMENT RESPONSE

Aircraft noise is an issue. It's recommended that the airport implement(RNAV CONTROLLED descent approaches) to both east runways. This method would lessen noise by approaching aircraft.

Dear Rich Soviero:

- 1-10: NCP Recommendations
- 2-5: Existing/ General Noise Complaint

P:202: Alexander Cabrera

COMMENT RESPONSE

We live directly Northwest of the airport in Riverland Village. We have serious noise issues with departing aircraft. The aircraft are way to low and the flight path that they take puts them way to close to our homes. The aircraft often follow I-595 and they come too close or fly directly overhead. The planes should be flying directly west but instead fly towards the north west directly along and sometimes over our homes. Please understand that the agreement when the southern runway was expanded was that there would be less traffic on the northern runway. We are taking the brunt of the traffic and it is ruining our quality of life.

Dear Alexander Cabrera:

- 1-6: Flight Tracks
- · 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude
- 3-2: Quality of life

P-203: Gregg Karasik

COMMENT RESPONSE

aircraft noise extremely loud and unpleasant everyday. Descent approach should be on east runways

Dear Gregg Karasik:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint

P-204: Jennifer Pham

COMMENT RESPONSE

Lots of aircraft noise and would recommend airport to implement RNAV CONTROLLED descent approaches to both east runways.

Dear Jennifer Pham:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-205: Phung Pham

COMMENT RESPONSE

Lots of aircraft noise and would recommend airport to implement RNAV CONTROLLED descent approaches to both east runways.

Dear Phung Pham:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-206: Michael Olejniczak

COMMENT RESPONSE

Would like to see planes depart only over the ocean. There ate days when the switch patterns because of the wind. Not sure what the criterion is as I know the can take off no matter which way the wind blows. Jacks noise levels way up. Do not even see these levels in your survey. Also why is the south runway only used so little. Would like to see more of 5050 split.

Dear Michael Olejniczak:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint

P-207: Paula Damiani

COMMENT RESPONSE

The noise level from the airport flight path is absolutely unacceptable. I reside in Lauderdale Isles. This "noise problem" is contributing to the declination of my HEALTH! This problem needs to be solved ASAP; otherwise, at a minimum, the FAA, City, County and/or airlines will be purchasing sound proof windows and doors for my entire residence. This should be available for ALL RESIDENTS suffering from this nonsense. You cannot have it both ways!!! Solve the PROBLEM or cough up the bucks for the "soundproofing".

Dear Paula Damiani:

- 1-9: Part 150 Regulations/ FAA Guidelines
- 2-5: Existing/General Noise Complaint
- 2-11: FLL Noise Insulation Program
- · 3-2: Quality of life

P-208: Jane Dyar

COMMENT RESPONSE

There are particular times when the noise is consistantly worse than others we would like more studies & information

Dear Jane Dyar:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-5: Existing/General Noise Complaint

P-209: Leo Carey

COMMENT RESPONSE

January 18, 2019Broward County Aviation DepartmentRe: Comments on Part 150 Noise Compatibility Planning Study Harbour Inlet along with Harbor Beach make up the Southeastern end of the barrier island, bounded by the Intracoastal Waterway, Port Everglades inlet, and the Atlantic Ocean. This is a family-oriented enclave of well-maintained single family homes along with several high-rise and mid-rise condominiums at the beach. Both St. Sebastian Catholic Church and the Church by the Sea are located in the neighborhood. The vast majority (~80%) of departures / takeoffs from FLL are to the East. Unfortunately for our neighborhood, most of the large commercial jets turn Northerly almost immediately after they become airborne, typically taking them just South of or directly over our neighborhood. The noise from these engines in take-off mode is almost continuous at times. The blue shading on the following NEM Report graphic depict the typical East-bound flight path: During the Part 150 Airport Noise Study there were 11 permanent noise monitoring locations established. Two of these were located in Davie, four in Dania Beach, four in SW Fort Lauderdale and one in Hollywood. We don't feel that this would give an adequate picture of aircraft and aircraft noise in SE Fort Lauderdale. The situation is diminishing our quality of life and likely having a significant negative impact on property values. We believe there are reasonable alternatives to the early turns to the North. If the planes were to delay their turn northerly, the departure flight path would take them a short distance over industrial areas and Vod D. Mizell and Eula Johnson State Park to the Atlantic Ocean. Once over the Atlantic they could make their turn toward the North. We further believe that the DNL noise modeling results presented at the workshop do not adequately distinguish the noise contours for periods of East-bound departures from periods of West-bound departures. Averaging the two does not accurately or fairly represent the conditions experienced by our neighborhood during periods of East-bound departures. We kindly request your attention to addressing our concerns.

Dear Leo Carey:

- 1-6: Flight Tracks
- 1-9: Part 150 regulations/ FAA Guidelines
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life
- 3-3: Impact on Property Values

P-210: Carlos Saez

COMMENT RESPONSE

I invite anyone who feels this study is accurate to come spend time in the neighborhood of Lauderdale Isles at any point in the day and imagine living through the noise. I invested over \$15k in impact windows and can still hear and feel the vibrations from planes. The noise can be so severe outside that you need to pause your conversation until the plane passes and you have a few minutes until the next one. If this was your home and these changes were made how would you feel?

Dear Carlos Saez:

- 2-5: Existing/General Noise Complaint
- 3-5: Vibration

P-211: Michael Abitol

COMMENT RESPONSE

Reduce aircraft noise and please implement RNAV controlled descent approaches to both east runways.

Dear Michael Abitol:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-212: Michael Olejniczak

COMMENT RESPONSE

How about dividing the traffic equally between runways. why the 75/25 split?????

Dear Michael Olejniczak:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-213: Rich Cunningham

COMMENT RESPONSE

Quality of life has DRAMATICALLY declined in Lauderdale Isles since the change of runway use on west-bound departures. I grew up in Plantation in a house with no A/C and so am very comfortable with the windows/doors open. On the days it is nice out the airplanes departing west overhead make it impossible to hear the TV and even to have a normal family conversation. I want to know if Broward County Aviation is going to make up the lower sales price on my house when the unbearable noise forces me to sell?

Dear Rich Cunningham:

- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life
- 3-3: Impact on Property Values

P-214: Kimberly Brown

COMMENT RESPONSE

During the days of Westward departures the on-slot of commercial jets and turbo props that fly over our neighborhood is unacceptable and frankly should be criminal. Homeowners have the right to live in a peaceful environment where they can enjoy conversation or watch tv inside their homes without having to pause every time we have a direct hit from the FAA, which is often more than twice in 2 minutes. The Part 150 study is incomplete and biased. The FAA chose to study themselves, like the fox guarding the hen house. Annual averaging and day night averaging is absurd and does not reflect or present a true picture, it's biased in the favor of the FAA. Even though BCAD has been informed numerously that their tracking system is faulty showing more southernly flight patterns, the FAA has used this flawed information, to conclude that we are not being negatively effected by the noise. The FAA should use the noise meters throughout our neighborhood and the remote monitoring terminals around the airport and see the indisputable facts. The FAA's continuance to ignore the facts and fabricate false results calls for a class action law suit, which I would gladly pay my share of attorney fees for. Let's use the law firm that Phoenix used!

Dear Kimberly Brown:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-8: Available Data
- 1-9: Part 150 Regulations/ FAA Guidelines
- 1-10: NCP Recommendations
- 2-4: West Flow
- · 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

Page 235

P-215: Taylor Simmons

COMMENT RESPONSE

Would like the noise to be reduced.

Dear Taylor Simmons:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-5: Existing/General Noise Complaint

P-216: Aaron Pankonin

COMMENT RESPONSE

I've experienced increased noise from FLL outbound operations. Airlines often deviate north of approved flight paths. Often planes fly directly over Lauderdale Isles which is north of I-595 and east of SR7.

Dear Aaron Pankonin:

- 1-6: Flight Tracks
- 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint

P-217: Andrew Bibbins

COMMENT RESPONSE

As a resident in SouthWest Fort Lauderdale we frequently hear air traffic early in the morning and late at night. My home routinely shakes from the aircraft taking off; enough for windows vibrations to make noise. Formerly in military aviation I am accustom to being around aircraft and loud military operations. The amount of air traffic pollution my residence receives is only slightly below that of living directly below the take-off area for F-18 aircraft. The study stating that my area of residence is not at unacceptable levels is unacceptable and wrong.

Dear Andrew Bibbins:

- 1-9: Part 150 Regulations/ FAA Guidelines
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning/ Night Time Operations
- 3-5: Vibrations

P-218: Joanne Robinson

COMMENT RESPONSE

Please see attached letter from the Harbour Inlet Board of Directors

Dear Joanne Robinson:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-9: Part 150 Regulations / FAA Guidance
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-3: East Flow
- 2-5: Existing / General Noise Complaint
- 2-6: Frequency of Operations
- 3-2: Quality of Life
- 3-3: Impact on Property Values

Page 239 June 2019

P-218: Joanne Robinson (continued)

COMMENT CONTINUED

COMMENT CONTINUED

Harbor Inlet Association PO Box 460549 Fort Lauderdale, FL 33346-0549



January 18, 2019

Broward County Aviation Department

Re: Comments on Part 150 Noise Compatibility Planning Study

Harbour Inlet along with Harbor Beach make up the Southeastern end of the barrier island, bounded by the Intracoastal Waterway, Port Everglades inlet, and the Atlantic Ocean.

This is a family-oriented enclave of well-maintained single family homes along with several high-rise and mid-rise condominiums at the beach. Both St. Sebastian Catholic Church and the Church by the Sea are located in the neighborhood.

The vast majority (~80%) of departures / takeoffs from FLL are to the East. Unfortunately for our neighborhood, most of the large commercial jets turn Northerly almost immediately after they become airborne, typically taking them just South of or directly over our neighborhood. The noise from these engines in take-off mode is almost continuous at times.

The blue shading on the following NEM Report graphic depict the typical East-bound flight path:



During the Part 150 Airport Noise Study there were 11 permanent noise monitoring locations established. Two of these were located in Davie, four in Dania Beach, four in SW Fort Lauderdale and one in Hollywood. We don't feel that this would give an adequate picture of aircraft and aircraft noise in SF Fort Lauderdale.

The situation is diminishing our quality of life and likely having a significant negative impact on property values.

We believe there are reasonable alternatives to the early turns to the North.

If the planes were to delay their turn northerly, the departure flight path would take them a short distance over industrial areas and Vod D. Mizell and Eula Johnson State Park to the Atlantic Ocean. Once over the Atlantic they could make their turn toward the North.

We further believe that the DNL noise modeling results presented at the workshop do not adequately distinguish the noise contours for periods of East-bound departures from periods of West-bound departures. Averaging the two does not accurately or fairly represent the conditions experienced by our neighborhood during periods of East-bound departures.

We kindly request your attention to addressing our concerns.

Joanne Robinson, President Board of Directors Harbour Inlet Association

Page 240 June 2019

P-219: Martha Hall

COMMENT RESPONSE

January 20th, 2019 1909 Admirals Wav Fort Lauderdale. FL 33316Attention: Fort Lauderdale Airport Department: My husband and I are residents of Harbour Inlet and are members of the Harbour Inlet Association. Harbour Inlet is a residential community on the SE part of the barrier island. We have several concerns regarding the documentation we received at the recent planning session which we attended at the Signature Grand on Wednesday evening. First of all, regarding complaints about the flight paths of the aircraft. It is our understanding that aircraft are exempt from state and local law and that they are only subject to Federal law. This already places three levels of jurisdiction above residents and their concerns as I understand it. There were 11 permanent noise monitoring locations established. Two of these were located in Davie, four in Dania Beach, four in SW Fort Lauderdale and one in Hollywood. We don't feel that this would give an adequate picture of aircraft and aircraft noise in SE Fort Lauderdale. The problem is virtually the same for SW Fort Lauderdale as it is in for SE Fort Lauderdale. Outgoing flights do not reman on their runway heading as long as they should. They turn north far too early and since they do, there is extreme noise in many residential neighborhoods. Not only is this noise unacceptable, but the number of flights has been increasing and is predicted to increase further by 2023. We need to resolve this situation. Obviously, the FAA must be involved. If we are not given satisfaction, then I believe we must take the same action as Phoenix, Arizona took when they were not satisfied. They sued the FAA. I believe there is enough support here in Fort Lauderdale to do the same. I understand form Ben Sorenson that we, Fort Lauderdale, have hired the same consulting firm that Phoenix hired when they were having problems with the FAA. This project requires much oversight from the community as well as from local government. We hope we will get it. It is really our only hope.Dr. and Mrs. Michael H. Hall202-549-4435

Dear Martha Hall:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-9: Part 150 Regulations/ FAA Guidelines
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-10: Aircraft Operations Forecast.

June 2019

P-220: Nicholas Brown

COMMENT RESPONSE

This study is a biased inaccurate reporting of the reality and noise atrocities homeowners in our neighborhood experience any time there is no wind or west winds and westerly departures. I complained for a year and half prior to this study only to be told that a study was being conducted moving forward over the next year and half. We pay a lot of money in real estate taxes and work very hard to live in paradise only to be subjected to the tortuous noise created from aircraft flying to close, to low and directly over our homes. Even with impact windows, can't talk on phone, can't hear tv and many times at night and early mornings can't sleep due to unbelievable jet and plane noise issues. It has disturbed our sleep patterns, as well as our enjoyment of our own home both inside and outside. Originally. the noise monitors clearly showed there was exorbitant noise issues in our immediate neighborhood. However, for some reason the FAA, BCAD decided that a part 150 study was necessary in order to determine the problem that clearly exists when the flight path was changed to planes flying to close and even over our homes. I am exhausted, sleep deprived and fed up with having to file a complaint every time there was an aerial assault overhead. If I continued complaining every time a flight goes over, I would not be able to enjoy the freedom of my own home as I would be a prisoner of the phone app or computer making complaints day and night. Obviously, we will need to pursue a class action suit as your 150 Study is completely manipulated and falsified by the very organization that is allowing the problem to exist. IT'S ABOUT DOING WHAT'S RIGHT! PLEASE TAKE NOTE AND GOVERN YOURSELVES ACCORDINGLY! SEE ATTACHED COMMENTS FOR FURTHER OBJECTIONS.

Dear Nicholas Brown:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 1-9: Part 150 Regulations/ FAA Guidelines
- 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life

P-220: Nicholas Brown (continued)

COMMENT CONTINUED

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

(You must include your full name and complete address for your comment to be conside

Name: Nicholas Brown

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area he blow 650 for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise indexing we revended.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westwerd departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modelling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our areas.

This graphic superimposes two maps provided on "ligatt150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Page 243 June 2019

P-221: Jeff Combs

COMMENT RESPONSE

(RNAV CONTROLLED descent approaches) to both east runways. This method would lessen noise by approaching aircraft

Dear Jeff Combs:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-222: Robert Powell

COMMENT RESPONSE

Planes coming in from the West seem to descend at different altitudes. Some planes are very low especially the larger cargo planes creating a higher level of noise.

Dear Robert Powell:

- 2-1: Arrivals
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude

P-223: Allan Finn

COMMENT RESPONSE

We live just north of Griffen Rd., about a mile East of 441. We have some periods where the plains are coming very close to our house, on their way to land, sometimes as frequently as 9 or more aircraft within an hour. We have black soot on our back porch and the back side of our house, and when we leave the windows open, we get a kind of oil slick that quickly builds up in the front of our living room (visible within a matter of days after we clean it). Everyone in our house, including our 15 month old daughter has a chronic cough, even though most of the time, our doctor says that nobody has any infections. This is increased for my wife, myself and my teenage daughter since we moved into the house. As for the noise, is a constant din of aircraft and walking around the neighborhood, and when the big Spirit jet arrives and departs in the morning and evening, at times it shakes our house, to the point where we hear / feel it. Both of our surrounding neighbors and our across the street neighbor have been given noise abatement windows, but we supposedly do not qualify. I don't understand how that could be, but I would like our residents to be retested. When we moved in, we had no idea of the frequency of the aircraft in our area. We were told the runway by us was used for overflow on occassion, but it seems that that is no longer the case, or that overflow is running most of the time. I think the best solution it's for them to go closer to the highway and avoid our neighborhood completely. The next best solution would be being given proper noise insulation, but this is still secondary to moving the flight paths away, to less occupied areas, as I fear the other health factors involved beyond even just the sound. However, as a professional music educator, musician and songwriter, I am very concerned about accelerated hearing loss. I also worry about this for my family, especially our baby.

Dear Allan Finn:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-9: Part 150 regulations/ FAA Guidelines
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-8: Aircraft Altitude
- 2-11: FLL Noise Insulation Program
- 3-4: Fuel Residue/ Soot
- 3-5: Vibration

June 2019

P-224: Christina Bullins

COMMENT RESPONSE

From my understanding, the study is using flawed data to include areas not affected. I grew up where I live now at 2380 SW 34 Way Fort Lauderdale, FL 33312 from 1983. When I was younger, we would only have planes overhead in severe weather. The plane traffic was rare and absolutely nothing like the frequent planes that we now have flying (leaving, coming) overhead. I vehemently object to using county wide data which is statistically irrelevant instead of using data from the areas affected by the increase in plane traffic and the changing of runways used. Thank you, Christina Bullins

Dear Christina Bullins:

- 1-8: Available Data
- 2-6: Frequency of Operations
- 2-9: Changes in Airport Operations

P-225: Jenn Orkin

COMMENT RESPONSE

We have lived in Plantation Harbor since 1992. Only the past couple of years have we had issues with the airplane noise. We would like to see the planes head further West before turning North. It might only effect us 20% of the time, but that is too much. Possibly put a sound sensor in the Plantation Harbor area and see how terrible the noise and vibrations are.

Dear Jenn Orkin:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 3-5: Vibrations

P-226: Roz Cohodas

COMMENT RESPONSE

Far too often the East bound flights head north ubruptly above our house at low altitude. The noise is becoming unbearable and the frequency is increasing. Please have the planes fly due east and turn north over the ocean.

Dear Roz Cohodas:

- 1-10: NCP Recommendations
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude

P-227: Dana Bardfeld

COMMENT RESPONSE

We hear the noise for almost all the flights arrivals and departures. Many of the larger planes are extremely loud for their East bound arrival as they are flying so low.

Dear Dana Bardfeld:

- 2-3: East Flow
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude

P-228: Frank Dawry

COMMENT RESPONSE

For the past two or three years planes have started to turn early, passing nearly over my house while departing towards the west. This change has resulted in a lot of noise from planes interfering with my quality of life. Before, planes would head much further west, over the everglades, before turning, so there was never any noise issues. I would like to see a return to the prior condition.

Dear Frank Dawry:

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations

P-229: Adrian Farmer

COMMENT RESPONSE

I have lived in my house for 20 years. There is absolutely no reason why flights take off to the west and make an immediate turn over our neighborhood. This was not an issue before 2015 but increasingly is a major problem with pollution and noise. This has had a major affect on our lifestyle where we live. The noise is deafening and we can not enjoy the outside, especially in the cooler months, which is when we see westerly winds the most. Flights need to maintain the heading of the runway until at least I75 then turn north. There should also be fines imposed on flights who do break this rule and noise ordinance. So should the flight tower if they instruct flights to do so and they should be \$10k per incident. The recent study does NOT reflect what is happening and does not show the real problem. How can you average noise and time and state there is not a problem. No one complains when planes don't fly over our houses and should not be part of the equation. Averaging noise and flights is stupid and not realistic. Do a study of the effect when planes interfere in day to day lives. Also on landing, there should be non power 3:1 ratio glide landings implemented to decrease noise. Currently, nothing is being taken into account now to reduce this. There are simple ways to help reduce noise. Also this ridiculous study that was completed is a set up to have air traffic increase over the next few years. So we can expect this to get worse over the next few years unless something is done now. This study should not be approved and concessions made to the residents it has affected.

Dear Adrian Farmer:

- 1-6: Flight Tracks
- 1-9: Part 150 regulations/ FAA Guidelines
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life
- 3-4: Fuel Residue/Soot

P-230: Mitchell Nathan

COMMENT RESPONSE

Hello. Thank you for your consideration. We have planes flying low over our house all day every day as they approach the airport. It's loud. You hear it outside and inside. It's at all hours. We are woken up at night from it. We can't sit outside during the evening because every 8 minutes a flight is over our heads.

Dear Mitchell Nathan:

- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude

P-231: Dale Rausch

COMMENT RESPONSE

There is way too much airplane noise from landing planes along the 36th street corridor near the Nova University area. Please implement RNAV controlled descent approaches to both east runways to reduce noise.

Dear Dale Rausch:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint

P-232: Tanya Rausch

COMMENT RESPONSE

Excessive noise from low flying planes landing thru Davie. Please use RNAV controlled descent approaches.

Dear Tanya Rausch:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude

P-233: Michael Olejniczak

COMMENT RESPONSE

Heard the reasons but would like to see both north and south runways used the same amount. All the money spent for a runway used less than 25 percent. Only in the government. Dear Michael Olejniczak:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-9: Changes in Airport Operations

P-234: Khalil Nasser

COMMENT RESPONSE

As a member of Lauderdale Isle's Airport Noise Committee, we want our following objection regarding the "Fort Lauderdale-Hollywood International Airport / 14 CFR Part 150 Study / Draft Noise Exposure Map Report" to be addressed and explained in the aforementioned document: We object to the report's explanation in Section 2.5.2, page 2-15, where it states that "Due to the dual runway configuration" and parallel spacing at FLL, aircraftdeparting simultaneously on the two parallel runways currently require a 15 degree divergence inheading to ensure adequate separation. This divergence has resulted in an increase in aircraftoverflying areas in the vicinity of the north runway that may have experienced limited overflightsprior to the expansion of the south runway"We object this statement. and demand its removal from the report.BCAD employees and the consultants for this study have repeatedly used this statement (which misleads local residents, city officials and county commissioners) as an explanation to why westward departures on 28L and 28R have changed from a 275 heading to a 290 heading. We have brought up this issue several times in the past, to both BCAD and the Part 150 consultants, they have acknowledged and agreed verbally to our objection, an yet they keep using such statement. This amounts to either gross negligence or willful misconduct by both BCAD employees and Part 150 Consultants. The 15 degree divergence in heading to ensure adequate separation is used in airports with parallel runways that are two close to one another and are below the minimum distance requirement per the FAA. Fort Lauderdale Airport has 2 parallel runways that exceed this distance requirement and hence the 15 degree separation is not required. Other airports like Fort Lauderdale, with similar distance between runways, do not use the 15 degree separation. I ask BCAD and Part 150 consultants, to actually list the FAA requirement, to also list the airports with similar distance between runways like Fort Lauderdale that do not use 15 degree divergence for separation, and to explain why they keep using such statement. Furthermore, even if the 15 degree divergence for separation was needed, Fort Lauderdale does not implement it for

Dear Khalil Nasser:

- 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations

P-234: Khalil Nasser (continued)

COMMENT CONTINUED

simultaneous departures on 29L and 29R. A simultaneous departure occurs when planes depart on both 28L and 28R within the same minute. To have 15 degrees of separation, a planes should depart on one runway with a 275 heading while the other plane departs on the other runway with a 290 heading, hence 290 - 275 = 15degrees of separation. But we have documented departures from Fort Lauderdale that occur simultaneously on 28L and 28R, both with a 290 heading, which means there is 0 degrees of separation! So on one side we are told that westward departure headings were unilaterally changed from 275 to 290 for safety, and yet, airport operations do not comply. We ask BCAD and the Part 150 consultants Refrain using the 15 degree divergence heading for separation as an excuse for heading changes.2) Document how many simultaneous departures occur on 28L and 28R per day as an annual average, for years 2015, 2016, 2017 and 2018. In 2015 the average was maybe 6 simultaneous departures per day?3) Document for these aforementioned simultaneous departures, how many times there was 0 degrees of separation (i.e. both planes on runways 28L and 28R depart with a 290 heading) and how many times there were 15 degrees of separation (one plane departs with a 275 heading and the other plane in the other runway departs with a 290 heading).Regards,Khalil

P-235: Khalil Nasser

COMMENT RESPONSE

Please explain why since 2014 we have been told that NO departure heading changes can be made until the Part 150 study is completed, yet in August 2015, Fort Lauderdale Air Traffic Control and Miami Air Traffic Control unilaterally changed departure headings as per the document attached ("MIAMI ATC and FORT LAUDERDALE ATC Agreement" page 4, section 9 a), headings for ARKES, ZAPPA, BAHMA, THNDR) from a 275 heading to a 290 heading. Did Fort Lauderdale ATC reach an agreement with Miami's ATC without informing Broward County Aviation Department (BCAD) ?Was BCAD aware of this agreement? How come a departure heading was made without any study or public notification? How come the actual departure procedures ARKES, ZAPPA, BAHMA, THNDR, as per November 2018 still list 275 headings were applicable, yet Fort Lauderdale ATC continues to use 290?We request that you include the document attached and submitted ("MIAMI ATC and FORT LAUDERDALE ATC Agreement" August 3, 2015) as an appendix to the "Fort Lauderdale-Hollywood International Airport / 14 CFR Part 150 Study / Draft Noise Exposure Map Report". Please reach me for the ATC agreement since the pdf is not uploading on this site

Dear Khalil Nasser:

- 1-7: Public Meetings/Administration/Communication
- · 2-2: Departures
- 2-9: Changes to Airport Operations

P-236: Diane Lemieux

COMMENT RESPONSE

This area is so noisy, and dirty from all these airplanes flying right above our head, it's impossible have a decent conversation outside, we always have to stop talking for the airplane to pass and then continue until right after another one passing by again, this is ridiculous. We can never open our windows when it's a propitious weather outside, again because of the noise. Not only that but I also loose my satellite signal for each airplane passing by. Nothing was inspect and done at our house to be able to have a decent living. What's the purpose of living by a canal if we can never go outside. We definitely need a change. Thank you for your concern and cooperation,

Dear Diane Lemieux:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 3-4: Fuel Residue/Soot

P-237: Christine Grandillo-Shefner

COMMENT RESPONSE

The air traffic over my house is unbearable 24 hours a day. We need a curfew, engine noise ordinance and steep take off rules To mitigate the noise. The departing airplanes with engine whine are overwhelming. At times I am in my bed and I feel as though I know what those at Pearl Harbor felt like with the Japanese invasion.

Dear Christine Grandillo-Shefner:

- 1-10: NCP Recommendations
- 2-2: Departures
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-238: Christine Grandillo

COMMENT RESPONSE

The airplane noise is overwhelming. We need an airport curfew and changes to flight patterns or takeoff pitch to avoid disturbing residential areas. At times I am in my bed and I feel like those at Pearl Harbor must have felt when the Japanese invasion happened.

Dear Christine Grandillo:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-239: Travis Dawry

COMMENT RESPONSE

I have lived here for 27 years, and the noise has only been a problem for the last few years. A solution, to my mind, would be for planes to fly farther west before turning north. Flying north over the Everglades, as was previous policy to my understanding, does not bother anyone.

Dear Travis Dawry:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-240: Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee

COMMENT RESPONSE

THIS COMMENT IS BEING SUBMITTED ON BEHALF OF THE LAUDERDALE ISLES CIVIC IMPROVEMENT ASSOCIATION'S AIRPORT NOISE COMMITTEE January 22, 2019To: ESA, Consultant for the Part 150 Airport Noise StudyFr: The Lauderdale Isles Civic Improvement Association's Airport Noise Committee.PO Box 122271, Fort Lauderdale, FL 33312 Email: grames.licia@gmail.comRe: Comment Form for the Part 150 Airport Noise StudyOur committee was formed in February, 2015, a few months after the south runway opened. We have been very vocal about the airport noise issue for our area for the past four years and we have met numerous times with City, County, and Federal officials. The answer has always been "Wait for the Part 150 Study." With the release of the Noise Exposure Maps recently, we find that the Study we were told to wait years for will do absolutely nothing for us. For the record, we totally endorse the proposal by the BCAD Airport Noise Abatement Committee, which was presented at the Technical Committee meeting on January 16th. Our volunteer group presents this comment form in very simple form, because we believe the solution to airport noise in our area is, in fact, very simple. It's just common sense.-----

150 Study:According to the NEM's created for the Part 150 study, Lauderdale Isles and southwest Fort Lauderdale are not within the 65db noise contour. This is because of the faulty method required by the FAA for the Study which requires the DNL to be a daily annual average. We request that contours be developed for smaller time frames(such as daily or weekly during west winds) for west departures only, which will more accurately depict the unacceptable noise levels that occur in our area during west winds. We request that such contours be provided to the FAA by the consultant in the final report for the Part 150. Note that the consultant stated to us at the January 16 Public Workshop that they could provide these contours, if requested by BCAD. The assistant director for BCAD, Marc Gambrill, advised us he made this request to the consultant on that

Dear Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee

- 1-6: Flight Tracks
- · 1-9: Part 150 regulations/ FAA Guidelines
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations
- · 3-2: Quality of Life

P-240: Lauderdale Isles Civic Improvement Association Association's Airport Noise Committee (continued)

COMMENT CONTINUED

COMMENT CONTINUED

date. Additionally, it is our opinion that the flight tracks used as data for the computer modeling for the Part 150 are not accurate. We have brought this to the attention of BCAD and the consultant numerous times and have asked for accuracy figures for the tracks to no avail. Lastly, we are incredulous that data from the twelve Remote Noise Terminals stationed around the airport is not used to compare or verify the results of the computer modeling of the study. Please note the following:- For the approx. 20% of the time that west winds occur, Lauderdale Isles experiences excessive aircraft noise due to the 290 departure heading on the north runway. Additionally, especially during southwest winds, the aircraft drift farther north of I595 due to those winds. Also, we have observed departures on the north runway where aircraft are approximately halfway down the runway when they are airborne, and they steer the 290 heading immediately. instead of waiting till they are past the end of the runway. Doing so puts these aircraft in a path much farther north of 1595 and over our area. - We are told that the 290 heading on the north runway is necessary in order to provide "separation for safety" for simultaneous departures from both runways.- The 290 heading was instituted without appropriate notification to the public. It was put into place through a Letter of Agreement between Miami and Fort Lauderdale FAA personnel with no public notice. No study was done before this heading was established. - The 275 heading is also regularly issued for north runway departures.- Note that the 290 departure heading is also regularly issued for departures from the south runway. Such departure headings run directly across the 275 heading for the north runway. This totally contradicts "separation for safely." - The method now used to allow 290 departures from the south runway is simply the staggering of simultaneous flights. - Since staggering of departures is now used every day, there is no reason why both runways cannot have departures ONLY on runway heading (275). and staggering be used to separate departures as necessary. This would eliminate the 290 heading which is the cause of unacceptable noise in our area.- Simultaneous departures are minimal. We Stop

have asked BCAD for the number of simultaneous departures that occur daily, to no avail. We analyzed the data ourselves and found that there are only approximately 25 simultaneous departures out of approximately 800 total operations every day.- Also note that procedures for 275 departures off the north runway to all destinations already exist. Such procedures are used nightly from 10:30pm to 6am, when the south runway is closed and all departures are only given the 275 heading. - The everyday use of 275 on the north runway and 290 on the south runway are totally contrary to "separation for safety." We believe that the 290 heading was established for, and is being used for, the convenience of the airlines, the tower controllers and BCAD.- More noise complaints are filed with BCAD from Laud Isles/southwest Fort Lauderdale than from all other neighborhoods in Broward combined! Noise complaints are real data and cannot be refuted. Residents do not file noise complaints because they have nothing else to do. They file noise complaints because they can't speak to one another in their homes, their quality of life is ruined, and the value of their homes deteriorates due to the horrendous noise. The solution to the noise issue in our area is simple: Eliminate the 290 heading completely and issue runway heading (275) departures ONLY for both runways. For the few simultaneous departures that occur each day, stagger the departures. Once airborne, flights should be required to maintain runway heading for 3 miles/3000 feet before turning. This solution is simple and can be established easily. Lastly, the 290 heading, which is the cause of all the airport noise in our area, was put into place without any type of study. If no study was needed to put the 290 in place, then we should not need a study to eliminate it. For the Association, Geoff Rames Chairman LICIA Airport Noise Committee

P-241: Pierre Dougniaux

COMMENT RESPONSE

the airplanes flying over our neighborhood of Lauderdale Isles. The noise is out of control. Go back to the old departure heading of 270. Stop allowing the planes to turn northwest upon departing.

Dear Pierre Dougniaux:

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint

P-242: Justin Grubich

COMMENT RESPONSE

For over two years, I have watched planes during west winds fly directly over my home (sometimes turning so sharply that they run parallel to my north running street). They fly so low that the sound is so loud that the house shudders. My house, 2519 Key Largo Ln, is well beyond the 290 heading & actually lies between 293-296 from the end of the north FLL runway. I have photographic and video supporting evidence. The heading during west winds must be changed back to the original 275, keeping the air traffic over the commercial district parallel to I 595 until it has reach at least 5000'. Otherwise, as a city and beighborhood we have been organizing to begin taking up civil action against FLL and the FAA.

Dear Justin Grubich:

- 1-7: Public Meeting/Administration/Communication
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude
- 3-5: Vibration

P-243: Ulvi Mammadov

COMMENT RESPONSE

Please address the frequency of flying time and noise

Dear Ulvi Mammadov:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-244: Paula Kogan

COMMENT RESPONSE

Way too early flights and noise

Dear Paula Kogan:

- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-245: Bill Cole

COMMENT RESPONSE

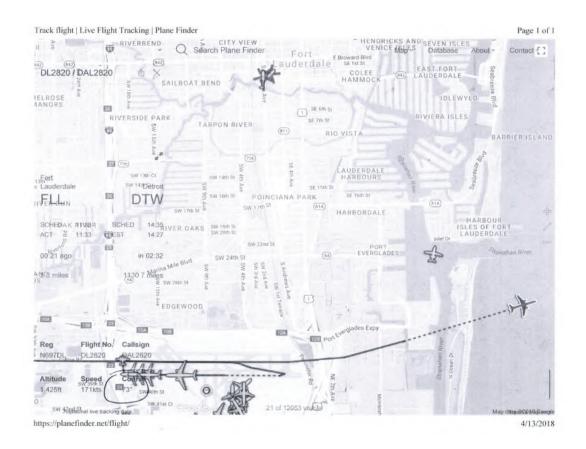
It is my understanding that east bound departures are to be on a heading between 080 and 095. But on a regular basis headings are frequently less than 080. I've attached a few examples using the Plane Finder App as the source of information. UA832 on 1/22/19 @ 74degrees @ 1300ft altitudeAS 1327 on 1/2/19 @69 degrees @ 1400ft altitudeJBU 181 on 4/12/18 @ 73 degrees @ 1250ft altitudeDL 2820 on 4/13/18 @ 73 degrees @ 1425ft altitudeWith the prevailing breeze from the SE the noise created by east bound flights carries into our neighborhood making the situation much worse than it would be otherwise. Please consider restricting east bound departures to a heading of 090 until they reach a waypoint equal to the shore line which is less than two miles from the end of the runway. this minor change would result in a significant improvement for our neighborhood and would not impede air travel what so ever.

Dear Bill Cole:

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint

P-245: Bill Cole (continued)

COMMENT CONTINUED



P-246: Angelina Pluzhnyk

COMMENT RESPONSE

As a member of Lauderdale Isle's Airport Noise Committee, we want our following objection regarding the "Fort Lauderdale-Hollywood International Airport / 14 CFR Part 150 Study / Draft Noise Exposure Map Report" to be addressed and explained in the aforementioned document: We object to the report's explanation in Section 2.5.2, page 2-15, where it states that "Due to the dual runway configuration" and parallel spacing at FLL, aircraftdeparting simultaneously on the two parallel runways currently require a 15 degree divergence inheading to ensure adequate separation. This divergence has resulted in an increase in aircraftoverflying areas in the vicinity of the north runway that may have experienced limited overflightsprior to the expansion of the south runway" We object this statement. and demand its removal from the report. BCAD employees and the consultants for this study have repeatedly used this statement (which misleads local residents, city officials and county commissioners) as an explanation to why westward departures on 28L and 28R have changed from a 270 heading to a 285 heading and later in 2015 to 290. So on one side we are told that westward departure headings were unilaterally changed from 275 to 290 for safety, and yet, airport operations do not comply. No document was presented to us on why and who made the decision in 2014 to change the departure procedures. In addition there are departures on 290 heading after 10:30 pm, sometimes we receive apologies from the tower. But, there are no strict noise abatement rules in place regarding departures between 10:30 pm and 6:00 am. We, the residents, have to police the tower and BCAD representatives regarding late departures over our homes. We ask BCAD and the Part 150 consultants to:1) Refrain using the 15 degree divergence heading for separation as an excuse for heading changes.2) Document how many simultaneous departures occur on 28L and 28R per day as an annual average, for years 2015, 2016, 2017 and 2018. In 2015 the average was maybe 6 simultaneous departures per day?3) Document for these aforementioned simultaneous departures, how many times there was 0 degrees of separation (i.e. both planes on runways 28L and

Dear Angelina Pluzhnyk:

- 1-6: Flight Tracks
- 1-9: Part 150 Regulations/FAA Guidelines
- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations

P-246: Angelina Pluzhnyk (continued)

COMMENT CONTINUED

28R depart with a 290 heading) and how many times there were 15 degrees of separation (one plane departs with a 275 heading and the other plane in the other runway departs with a 290 heading).

P-247: Linda Picciolo

COMMENT RESPONSE

We live in Lauderdale Isles and are constantly having airplanes depart directly over our home. The noise is very loud and disruptive to our lives. We are woken early in the morning, before 6:00 AM due to airplane noise. The planes are so loud that we cannot hear the TV or talk on the telephone when overhead. We are unable to fully enjoy the outdoor use of our home. This problem has recently become worse in the last 4 or 5 years. We moved into our home more than 20 years ago and did not have this issue back then.

Dear Linda Picciolo:

- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

P-248: Wendy Bravo

COMMENT RESPONSE

Airplanes taking off west on the northern runway are turning to the north too early and are making a lot of noise as they are going over the house. The departure directs them to take parallel to I595 past Pine Island Rd and THEN turn north, not before, but most of them are not complying with this route. All day on west departures we have this problem, turning too early and too low. We cannot speak a normal conversation in the pool area anymore and must pause until the airplane has faded away. Even as we are seating in the living room or any other part of the house for that matter, we have to increase our voice volume to be able to hear one another while the airplane passes directly over us. The noise pollution has increased dramatically since the new runway was opened, for no reason. If the same departure route is kept as pre south runway this problem will not happen. Reinstate or enforce airplanes to strictly follow the same departure as before to resolve the noise in the area..

Dear Wendy Bravo:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP recommendations
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 3-2: Quality of Life

Page 275

P-249: Nancy Rodriguez

COMMENT RESPONSE

Good afternoon, Please include me in all studies surrounding aircraft flight activity at FLL. Thank you.

Dear Nancy Rodriguez:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-7: Public Meetings/Administrative/Communication

P-250: Barry Walko

COMMENT RESPONSE

Per Review of the RADAR EASTBOUND Runway flight patterns at the recent public workshop juxtaposed with an in depth discussion with one of the representatives...I am suggesting the below request:To initiate (Especially Early Morning & Late Evening-when sound is more pronounced), that the Northeast & Northbound flights be instructed to MAINTAIN RUNWAY COURSE HEADING for at least two/three miles (out to the Ocean) BEFORE altering to their Final Flight Destination Path. This will allow the planes to reach a MUCH higher elevation and proximity from local Residencies to the North.I live at the Northeast side of Port Everglades Inlet and occasional Air Traffic Flights "CUT" North at a very low elevation and distance from runway which creates an Unnecessary and Disturbing Noise and could be readily abated with this recommendation.

Dear Barry Walko:

- 1-10: NCP Recommendation
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude
- 2-9: Changes to Airport Operations

P-251: Ani Maggio

COMMENT RESPONSE

The entire month of Jan has been non stop noise from airplanes departing from FLL over my house. I have lived here for over 5 yrs and it has never been this bad. I'm hoping whatever runways the airplanes have been using prior to Jan, they can go back to using those runways. This is ridiculous and its ALL THE TIME. Starting as early as 530am, up until 1130pm. 7 days a week. Like I said, this has never happened before. This has got to stop! I cant have my windows opened, the noise is constant.

Dear Ani Maggio:

- 2-2: Departures
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

P-252: Andrea Luke

COMMENT RESPONSE

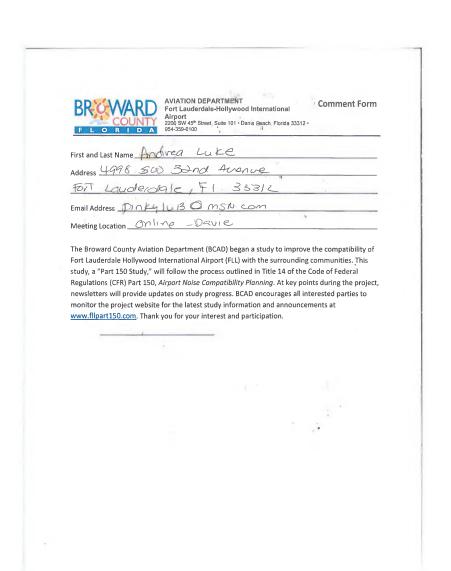
I am now hearing planes especially Soutwest constantly during the day. I sometimes work from home so it is annoying. I called after the new runway was opened and was told the noise will get worse because a rerouting will take place. We are all unhappy about the new runway and flight path. This needs to be addressed.

Dear Andrea Luke:

- 1-6: Flight Tracks
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency Of Operations
- 3-2: Quality of Life

P-252: Andrea Luke (continued)

COMMENT CONTINUED



P-253: Matthew Silverstein

COMMENT RESPONSE

I'm a pilot for spirit and I also live in s community plagued by aircraft noise. The main problem is this:On an east flow, arrivals are dropped down to 4000 crossing the shoreline. Abeam NOVAE they are given a 180 heading down to 2000. This short approach leaves many aircraft high which necessitates the use of speed brakes. The Airbus is notorious for loud speed brakes. Also some AC are hustling down to 2000 too early which leads to 767s and A321s screaming over my neighborhood very low. If that's not enough, some spirit and Jetblue redeyes get in at 4am which can also be heard overhead. I propose that ATC force an extended final for AC operating between 10pm and 7am. The extended final will solve 2 problems: give pilots more time to descend so that they don't have to use speed brakes and also keep the noise west over the Everglades. I'd love to speak first hand and in more detail with anyone. Just shoot me and email.

Dear Matthew Silverstein:

- 1-10: NCP Recommendations
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude

P-254: David Lyon

COMMENT RESPONSE

Flight noise is out of control. It's too loud and decreasing our property value. And affecting our children. We must Decrease flights, frequency, and we must demand an approach from the east for landing and takeoffs to the east for takeoff whenever possible.

Dear David Lyon:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 3-2: Quality of Life
- 3-3: Impact on Property Value

P-255: Kristi Morrow

COMMENT RESPONSE

I live in Jacaranda Lakes and Plantation. I have noticed a steady increase of airplane traffic over our community for the past several years. The planes are more frequent, lower and much louder. My backyard is often no longer a quiet calm. It's especially noisy when they are taking off to the west. Thx.

Dear Kristi Morrow:

- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-8: Aircraft Altitude

P-256: Dave Power

COMMENT RESPONSE

Not sure of the categories to select above. But there are times when the aircraft is especially low. So much so that we can see faces in the windows. Sometimes they rattle the house. These are the annoying times. I'm not sure if it's individual pilot or ground control.

Dear Dave Power:

- 2-8: Aircraft Altitude
- 3-5: Vibration

P-257: Kevin Valle

COMMENT RESPONSE

The flight traffic over Jacaranda Lakes is horrible, all day long planes going low right over our homes. Stay out over 595 Please!

Dear Kevin Valle:

- 2-4: West Flow
- 2-6: Frequency of Operations
- 2-8: Aircraft Altitude

P-258: Barbara Natelli

COMMENT RESPONSE

Our quite neighborhood is now a flight path. It is continuous and loud. Very disappointed. I live in beautiful Jacaranda Lakes and I am worried this will hurt on property values. I choose not to move into Forest Ridge because of the flight noise and now it is in my neighbor.

Dear Barbara Natelli:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 3-3: Impact on Property Values

P-259: Shirley S. Weissman

COMMENT RESPONSE

The price of progress is heavy. I have lived in this house in Jacaranda Lakes for 34 years and I have noticed that the winter pattern has somehow seemed heavier over my house than other times of the year. But the new runway was a cause for a degree of greater noise; now, the noise level is higher and more constant. Over the weekend sitting on the patio made me feel that I was in a war zone, ready to be bombed at any moment. I love being so convenient to the airport but I hope something can be done to alleviate the noise issue (and the safety issue of low flying planes).

Dear Shirley S. Weissman:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-8: Aircraft Altitude
- 3-2: Quality of Life

P-260: Stephen Coleman

COMMENT RESPONSE

Didn't see my neighborhood in the SunSentinel newspaper article from 1/27/19 on the map in this article showing Flight patterns in and out of the airport? Get a lot of incoming and outgoing traffic daily and increasing numbers that some days every 2 minutes is another plane overhead drowning out sound on TV! Will continue for hours. Flights @ 1:30 AM 4:30 AM and some mornings 5:30 AM with increasing flights for 3 hours every 2 minutes such that there is always the sound of jet engines as background noise. Las Saturday my sister was visiting and commented if there was an Airshow happening.1:30 PM nonstop for 2 hours. I am approx.; 10 miles north of the airport? Been at this address since 1984 and would not have bought here if this was the case back then.Lived in SE Ft. Lauderdale since 1953 at age 2. This current activity most likely began when new South runway opened and just didn't realize that this is the new norm but is.1:15 PM and just now is one passing.2/7/19 1:17 another.1:19pm hear another coming this way etc etc Do you know this activity is happening? Maybe a sound recorder device needs to be put in area to know that this is serious. Wish to get some relief. Thanks

Dear Stephen Coleman:

- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- · 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

P-261: Peggy Roger

COMMENT RESPONSE

Sometimes it seems like the planes are too low.

Dear Peggy Roger:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-8: Aircraft Altitude

P-262: Stephen Fithian

COMMENT RESPONSE

This has become a nightmare! The planes don't follow the evergladed 595 lane 50% of the time. They come directly over my neighborhood. Low flying at high speed. Inside my fully Hurricane proofed home it sounds like I am right next to the airport. Outside its unbearable! I dont want to live like this anymore. My beautiful community is being destroyed by airport operations.

Dear Stephen Fithian:

- 1-6: Flight Tracks
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude

P-263: Joseph Namn

COMMENT RESPONSE

I would like to see low approaches minimized. I am a pilot and monitor ADS-B traffic info which shows some approach altitudes < 1500 MSL on the downwind/base portion of the pattern over west plantation.

Dear Joseph Namn:

- 2-4: West Flow
- 2-8: Aircraft Altitude

P-264: Norman Longo

COMMENT RESPONSE

Where can I see the latest Noise Exposure Map? I live in the Ocean Waterway Mobile Home Court and was one of the units in the high exposure area. I would like to see if I am still in that area and what can be done about it if I am. Thank you, Norm Longo

Dear Norman Longo:

- 1-8: Available Data
- 2-11: FLL Noise Insulation Program

P-265: Steve Coleman

COMMENT RESPONSE

Been submitting comments in hope that someone will see and ask why this part of town isn't speaking up? Yesterday afternoon 2/16/19 @ 4:10 PM while watching a Netflix movie at home 1700 block of NE 17th Ave Ft. Lauderdale I almost jumped off my chair when suddenly the sound of a very low,fast moving jet plane came from the NW heading SE flew over head. It was the worse of many other jets especially low during night time operations. Called the Broward Aviation Complaint Hotline shortly thereafter to report same.

Dear Steve Coleman:

- 2-3: East Flow
- 2-8: Aircraft Altitude

P-266: Joann Krohn

COMMENT RESPONSE

I see and hear the planes everyday they make a lot noise and come in to turn to get to The Ft Lauderdale Airport

Dear Joann Krohn:

- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint

P-267: Stephen Coleman

COMMENT RESPONSE

This is my 3rd complaint to this forum and Broward Aviation's comment page and 800 Hotline plus emails to both My county and city elected officals. Not getting either to address the current overflights 24/7 over my residence in NE Ft. Lauderdale. That wasn't the case when I moved from Rio Vista area in 1984 or I would not have bought here. I surely wouldn't now but can't afford to move elsewhere. It appears that your not willing to acknowledge this pattern since the majority of flights in and out of FTL are now using this flight pattern 24/7. I was told that the aircraft has to be at 6,000 ft but that is not the case with most maybe 1/2 that and after dark more like 1/3 and I can't hear my TV and have to wear ear plugs as not to get disturbed through out the night! I don't like having to do this in case there is a life threatening event that I will sleep through. Plus I enjoy the sound of rain etc to sleep with. Now it is the constant sound equal to a thunder strom but it isn't, but the distant approaching jets one after the other for hours at a time? Why hasn't this study shown the flight patterns over this area. I am 8 miles north of the airport.

Dear Stephen Coleman:

- 1-6: Flight Tracks
- 2-3: East Flow
- 2-8: Aircraft Altitude
- 3-2: Quality of Life

P-268: David Buanchette

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear David Buanchette:

- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life
- 3-3: Impact on Property Values

P-268: David Buanchette (continued)

COMMENT CONTINUED



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 Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

NEEDS TO BE ADDRESSED
PRICH - CON BUT CONCERNOD
VERY COUD, WERY EQUI VERY

CONSTANT, VERY DISTURBING TO BUR

EARS, NEED HEALTH RUSKS MODE

REDDING AND HOBBLE + NEED CREOIT

TO OUR TOP BILLS. - HIGH OR

IMPACT WILDOWS DON'T MAKE TOO

MUCH OF ADJUSTMENTS, MADE

ACCORDINGLY FO PURE FROTOR

OF UNIVER OF HOME TO FUELCH

THE AREA (11 WORK WILLS WO

WILL WORK WI YOU.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 297 June 2019

P-269: William Runndehum

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.flipart150.com. Thank you for your interest and participation.

Dear William Runndehum:

- 2-5: Existing/General Noise Complaint
- 2-11: FLL Noise Insulation Program
- 3-2: Quality of Life

P-269: William Runndehum (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

SLES

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 299 June 2019

P-270: Todd Carpenter

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Todd Carpenter:

- 1-9: Part 150 Regulations/FAA Guidelines
- 1-10: NCP Recommendations
- · 2-4: West Flow
- 3-2: Quality of Life

P-270: Todd Carpenter (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

It is apparent that the queriging of the DNL over a period of 34x7, 365 is diluting the real world differts of increased flights being operated by the Fil sirports. Since the introduction of the new South Purpose, the flight paths have changed (west bound) to traverse the housing of South Planting and Fur? Landerdak itself.

Apparently this is an acceptable practice in the gree of the registery tedies, nowever the noise polytion is real and is affecting the quelity of life and potential property values of the residents.

It appears that a potential solution would be to mandate the quilines to clime to higher attitudes tolera matrine the initial Morth of south bound toms. This would reduce the initial Morth of south to the affected recipious of the party.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 301 June 2019

P-271: Fred Elson

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Address 2295		
Fort Caul	Pardalo F1.33312	
Email Address Meeting Location	Elson Coment. Not voture grand, Dave	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Fred Elson:

- 2-11: FLL Noise Insulation Program
- 3-2: Quality of Life

P-271: Fred Elson (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street. Suite 101 • Dania Beach. Florida 333

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 The First Private House west of
10 S, Fight down The Center INC.

I am keing noise put goted, but That does not seem like a sufficient to medy as my outdoon life is significantly infacted by the noise.

Offered was independent program as previously not cover the real current or Future Value of my property As I previously enjoyed it, much less spany expenses.

Pleased Keep Me is The loop of Contact Me property Contact

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 303 June 2019

P-272: Lesley Sanchez

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Lesley Sanchez:

- 2-5: Existing/General Noise Complaint
- 2-11: FLL Noise Insulation Program
- 3-2: Quality of Life
- 3-5: Vibration

P-272: Lesley Sanchez (continued)

COMMENT CONTINUED



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 Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 have lived in the city of Plantation for over 23 years. When we first moved here there was never a noise issue, but in the past few years the issue has arrised and has persisted to get worse. The existing flight paths has caused our windows and doors to rattle sparatically throughout the day, from the early mornings to the late nights. I can hardly hear my IV anymore!

A new flightpath has to be considered because the mannounced and sparatic noise is unbearable. If not we should be able to get new doors and windows to prevent and isolate the noise to not further disrupt us. As you have done for other homeowners in affected areas.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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,

Page 305 June 2019

P-273: Jose R Frias

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name	Jose P. Frias	
	set obt a Concast Net	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear Jose R Frias:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 3-4: Fuel Residue/Soot

Page 306 June 2019

P-273: Jose R Frias (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2000 SW 45® Street Suits 101 - Depic Bonds Elegists 3:

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 live of Riverboard Road in Landerdelle Isle one the teast 2 fears the moine hevel has increased 10 follos and I have purel the property over 10 years. he places are things hower of closes to the homes (work side of 595. they are turning north as they Reach 441. The other complaint no one talks about or is studyed is the argument of soot (Black) that is Burned of on talk off of settles on our loops, Pool Endorwees and in our pools.
hast 2 fears the moise hevel has increased 10 folos and I
live owned the property over 10 years. The places are
Physics hower & closes to the homes (west side of 595.
they are turning north as they Reach solo the
other complant us one talks about or is studied is
the around of soot Black Hat is Burned of on
take of a settles on our looks Pool Enclosures and
in our pools.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 307 June 2019

P-274: Justine Browning

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.flipart150.com. Thank you for your interest and participation.

Dear Justine Browning:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-274: Justine Browning (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2000 SW 45th Street Street Street 101 + Danie Beach, Florida 33

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 husband and T purchased on kome just
east of University Drive And Scath of Poters Rd

(R of 593) in Plantation, 9 years ago.

We tout to be artside in our yand and in our
reignbath and. Over the past few years wive & become
Unhappy with so many places taking off eight over our
house or landing to the South. The noise level is
So toud, we can't enjoy sitting on our poech, we
can't open our windows for tests air, we can't
have conversations atside and we can kean the
tu clearly in our luing boom.

My only suggestion would be to thy out
at a steeper goade and delay thening Noeth
Until out over the Europlades—no one Live's there.

We had hoped to Slay in our home through ove
letter new but have become so disappointed in
Boward Canthy and the public Workshop, or mail by January 23, 2019 to:

Blease drophis from in the Comment Box at the Public Workshop, or mail by January 23, 2019 to:

Please drophis from in the Comment Box at the Public Workshop, or mail by January 23, 2019 to:

Sold of the Country and the public Workshop, or mail by January 23, 2019 to:

Sold of the Country and the public Workshop, or mail by January 23, 2019 to:

Sold of the Country and the public Workshop, or mail by January 23, 2019 to:

Sold of the Country and the public Workshop, or mail you was the properties.

Fort Lauderdale-Hollywood International Airport, Avistion Department—Part 150 Study

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

Please note: All comments may be made publicly available,

Page 309 June 2019

P-275: Donald Martin

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Donald Martin:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-11: FLL Noise Insulation Program

P-275: Donald Martin (continued)

COMMENT CONTINUED



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 Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 live in Davie directly on the North runway we suffer. My neighbor a Fed Ex pilot this to me yesterday, "He was called to work tonight What has affected us the most is 4) noise abatement on our own is costing 35,000-40,000 Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 to: Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study 2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

dollars per home and a sew dozen have been

completed 30 for at hake Estates @ Rolling Hills. This is quite a financial burdenfor any homeowner. Thank you.

Please note: All comments may be made publicly available.

Page 311

June 2019

P-276: Ruth Tapper

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Kanddress 6261 SW	the Tappa 16 M St	
Pla	ntater	
Email Address	unktape adicon	
Meeting Location	Dave Signature Spart	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.filpart150.com. Thank you for your interest and participation.

Dear Ruth Tapper:

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-6: Frequency of Operations

P-276: Ruth Tapper (continued)

COMMENT CONTINUED



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 Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

Too many air craft that take off to the West
make a Sharp furn north over heard populated
greas, especially Plantation. Solution is to
fly further west along 595 before turning north just past markham Park
your maps clearly show this congestion of flights
over the neighbor hoods and one of your stay take
us the aircraft are required to make this sharp
northward turn. This excusement is leader to vir fuelly
constant aircraft traffic morning y evening. Leva
greduted merenses in flights ow of FLL this peeds to be clanged As A p
to be clansed AKA for

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-277: Jonathan Howe

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Jonathan Howe:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life
- 3-3: Impact on Property Values

P-277: Jonathan Howe (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

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

ease use the space below to provide your comments regarding the Noise Exposure Maps and the easures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

you wish to receive future project updates, please provide your contact information on the other side of this form. 1/ - 1 - 1 - 1

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

Please note: All comments may be made publicly available

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

clude your full name and complete address for your comment to be considered

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



P-278: Barbara Magil

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Barbara Magil:

- 1-10: NCP Recommendations
- 2-4: West Flow

P-278: Barbara Magil (continued)

COMMENT CONTINUED



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 Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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	e consider	Keeping	COURSE	headINGS	
top o	lanes Strai	ght east	- until 4	hey Reach	
the c	e Consider planes Stari ocean, Hea d eliminati	DING due	EAST FOR	10-15 Seco	mds long
Would	d eliminate	e the No	ise Dist	unbance to	DR.
All of	he EASTERA	I homes.			
Same	for planes	taking of	I to the	WEST.	
StrAil	for planes	till A be	ight is R	eached to	Ge
nt 100	C MICHINA	11 1			
STAG	seer take	offs of Se	PANATIONS	are AN is.	542
Its A	shame so i	much mos	new is being	ing waster	10
Study	a Droblem	With su	h Aigins	re solution	
J	7		7		
					_
					_
					_
					_
					_

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-279: Geoff Rames

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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, news letters will provide updates on study progress. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

PLEASE SEE ATTACKED

Dear Geoff Rames:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-279: Geoff Rames (continued)

COMMENT CONTINUED

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

GEOFF LAWES
2530 GULFSTREET LAWE FF LAWES DAVE: FE 3 3 3 3 7 2

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading one have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 650 for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause umbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on flipart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Page 319 June 2019

P-280: Terry Rhodes

COMMENT RESPONSE



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 Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

Tene	+ Bheadoc	260	7 Gultata	enu (N)
60 6	nek to	270 12	estend of	290+
Lived	I IN AR	or ton	OVER 30	YOARS
	-	tace 201		
76		te_		

Dear Terry Rhodes:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-281: Gilbert Pinkham

COMMENT RESPONSE

AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 994-359-6100	Comment Form
First and Last Name Gilbert Pinkheim	
Address 1672 Key lage Lh	
FT Loud. 33312	
Email Address GPinkhum@ acol. Com	
Meeting Location Signiture Grand	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.filpart150.com. Thank you for your interest and participation.

Dear Gilbert Pinkham:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-281: Gilbert Pinkham (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



other side of this form.

AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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

Specialist to my house an a west wind

Facialist to my house an a west wind

To will provide Coffee + Lunch if you

Can put up with The planes for the Thoms

You all put youre noise monitors in

The wrong flore I would hive a

mention at my house where They fly

I have Never Seen Apploads related to

FAX noise people anywhere noar me

[2672 kep logo

Stating In.

please add me at 954-646-8918

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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 Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

Name: Cilbert Pinkhaim

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

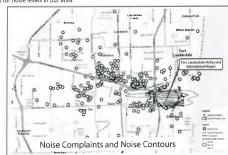
- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 650b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we excerience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



P-282: Ismael Hernandez

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.filpart150.com. Thank you for your interest and participation.

Dear Ismael Hernandez:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-8: Aircraft Altitude
- 2-11: FLL Noise Insulation Program

Page 323 June 2019

P-282: Ismael Hernandez (continued)

COMMENT CONTINUED



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 Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 MODIFY FLIGHT ROUTES FOR WEST DEPARTURES SO THAT NORTH TURN OCCURS OVER THE EVER GLAPES AND NOT RESIDENTIAL AREAS, ONE EXTRA MINUTE HEADING WEST IS A REASONABLE REQUEST.
- · PO WE NEED A NOISE MONITOR FOR ROYAL PARM NEIGHBORHOOD TO PROVE EXCESSIVE NOISE?
- · HOW IS IT CONFIRMED THAT PLANES REACH MIN. REQ, ACTITUDE (500'), SOME SEEM RATHER LOW.
- · WOULD COMPLAINTS FROM SCHOOLS (TROPICAL SEMINOLE)
- · ARE ALL PLANES FLYWG FROM FLL COMPLYING WITH FAA PHASING OUT OF OLDER, LOUDER PLANES
- · WOULD AFFECTED NEIGHBORHOODS QUALIFY FOR NOISE MITIGATION (ATTIC INSULATION)?
- WOULD COMPLANTS TO MAYOR COMMISIONERS

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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

Page 324 June 2019

P-283: Mia Jowsson

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.filpart150.com. Thank you for your interest and participation.

Dear Mia Jowsson:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-283: Mia Jowsson (continued)

COMMENT CONTINUED

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered)

Name:	MIA JONSSON			
Address:	2672 KEY LARGO LAWE			

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of i-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fibart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Page 326 June 2019

P-284: Michael Mulligan

COMMENT RESPONSE

BROWARD COUNTY FLORIDA	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form			
First and Last Name Michael Muligan					
Address 2010 Swsth Ave.					
Plantation, FL 33717					
Email Address Scott in @ headhunter inc. com					
Meeting Location Signal	ge Grand				

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation,

Dear Michael Mulligan:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-5: AEDT/Noise Methodology
- 2-4: West Flow
- 2-11: FLL Noise Insulation Program

Page 327 June 2019

P-284: Michael Mulligan (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street Stiffs 101 + Depis Reach Florida 33

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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' think that the noise coppour maps are
I laward in the wests used to construct them.
There should be separate maps that average
the noise levels for western traffic flow &
egstern traffic flow. The longton solution
is to require thights to maintain a
straight heading for much longer priese
they begin their fuln.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 328 June 2019

P-285: Barbara Davila

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Boaddress 4437	SW 50 ST Black, Fl 33314	
Email Address <u>back</u> Meeting Location <u>Green</u>	bydic Jahoo. Com ban ud Signature	bydi 1230 yahoo. 00

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Barbara Davila:

- 1-5: AEDT/Noise Methodology
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-285: Barbara Davila (continued)

COMMENT CONTINUED



1) Notice all Speighon -

AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the $measures \ you \ would \ like \ considered \ for \ the \ Noise \ Compatibility \ Program, \ which \ is \ the \ next \ phase$ of 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.

2)_	IN my home is very noise the map
3	IN my home to very noise the map is not froughate - Afret the health -
_	
7	Notificar A todos Los recinos de
2	mi barrio -
-	Todo Eldia Con Ruidos y tarde de Noche mi CASA Fiembla
3	El maja No Esta Correcto.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 330 June 2019

P-286: Roger Haberkorn

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name	ger Haberkorn	
Pantalio	FL. 33317	
Email Address Car Meeting Location Sugar	nature Grand Dec	wie, FL

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear Roger Haberkorn:

- 1-10: NCP Recommendations
- 2-4: West Flow

P-286: Roger Haberkorn (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

All fly	At now	d to ex	Tend U	rest
	11111	7 70000		,,,,

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-287: Corinne Pierson-Blanchette

COMMENT RESPONSE

AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport Seed, Suit Day 84-399-6100 AVIATION DEPARTMENT Comment Form Fort Lauderdale-Hollywood International Airport Seed, Suit Day 84-399-6100
First and Last Name CORNICE PIERSON - PRANTHETTE + PRONCHETTE
Address 4501 Sw 25th TERR.
FORT CAUSEDACE FL 333/2
Email Address AGENT 9914 @GMO/C. COM
Meeting Location SIGNA TURE GEAND

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Corinne Pierson-Blanchette:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 3-2: Quality of Life

Page 333 June 2019

P-287: Corinne Pierson-Blanchette (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45" Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100

Comment Form

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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

DIRECTLY UNDER FUGAT PATH
INCREASING FUGATOT ARRIVALS - 1000

PLYTHUS - EXTREMELY ENRY LATE

INCREASED SINCE PURCHOSE - CONCERNED

ABOUT OTHER SAFETY MESSURES TOO

FORMER FUGAS ATTENDED - 1984-95. CONCERNED

SAFETY FIRST - CONCERNED ABOUT RESALE

AIRCRAFT FUEL SMEUS FROM TIME TO

TIME VERY HEAVEY - DANIA CODE PARK

CONTRACT NOT TRAFFER ON SHE KESS - NEED

TO BE RECIEVED FROM ANXIETY IT CAUSES

REMEMBERS PANCE OF THE FROM NO -NY

ON WAS TO MAY NOTEN BOY OF TOO CONSE

FOR CONTRACT NOW DITMES SUT 1002

THE AGES, THE NOWE + THE RESIDENTS IN

COMMAND Y - PLEASE ASSIST. CRESIT IN

TO YES, SPECIAL MENSURES FETC. ANNIABLES

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 334 June 2019

P-288: Donna Carson

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Donna Carson:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 3-2: Quality of Life

Page 335 June 2019

P-288: Donna Carson (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT 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 Noise Exposure Maps and the $\,$ measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

Suce the decommissioning of the crosswinds
vunuay + airport expansion our quiet
runway + airport expansion our quiet neighborhood is subjected to constant. Jet departures approx every 30 seconds
jet departures approx every 30 seconds
on a consistent basis. This means from
530 am to around I am we hear jets
departing and for most of the day hear
department and for most of the day hear thunderous jet eigene taken to hoise.
Fix this - you have rumed our property values and our neighborhood.
VAIDES ARE DUT REGROSTINGED.
FIGUREMANN

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 336 June 2019

P-289: Neal Leschel

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name	eal heschel	
Address 1955	500 29 Ave	
F T	L 33312	
Email Address	1. Josepalagmail.	com
Meeting Location	ignore Grand	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Neal Leschel:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint

Page 337 June 2019

P-289: Neal Leschel (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 338 June 2019

P-290: Chris & Trish Crossley

COMMENT RESPONSE

BROVVARD FO Air	VIATION DEPARTMENT Int Lauderdale-Hollywood International rport 0 SW 45° Street, Suite 101 • Dania Beach, Florida 33312 • -359-6100	Comment Form
First and Last Name	Trish Chossley	
Address 46/0 5	Bo och 22317	054.520-
Email Address CROSS	ley 1112 OgmAIL, COM	6567
Meeting Location Sic, 9	RAN)	

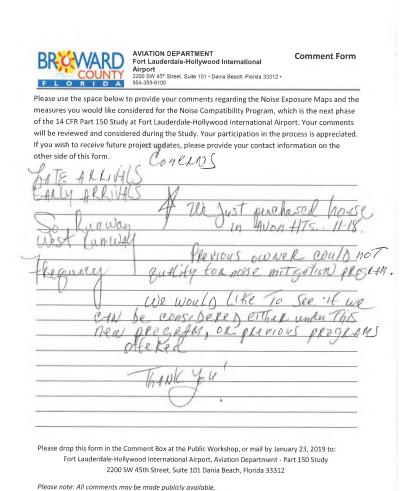
The Broward County Aviation Department (BCAD) began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning. At key points during the project, newsletters will provide updates on study progress. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at www.flipart150.com. Thank you for your interest and participation.

Dear Chris & Trish Crossley:

- 2-1: Arrivals
- 2-6: Frequency of Operations
- 2-11: FLL Noise Insulation Program

P-290: Chris & Trish Crossley (continued)

COMMENT CONTINUED



Page 340 June 2019

P291: Ben Breunig

COMMENT RESPONSE

BROWARD	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
	ey largo Lane	
	reunig & grail, com	
Meeting Location Signa	Ture Grand	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Ben Breunig:

- 1-5: AEDT/Noise Methodology
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations

P291: Ben Breunig (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the $\,$ measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 live in Riverland Isles and The Takeoff
airplane noise has increased significantly since
The opening of the North Running.
In reading The December Part 150 report.
it claims that The decibal readings on
Noise captore device #84#10 were normal
of no noise abovement was needed. This
is 100 % false. When planes are
landing from The west + taking off to the
East, The roise level is lover and appropriate,
If you look at The Arrivals / Departores of 2016 vs. 2018,
The has been a significant shift of Westward
departures which is The most significant concern
of home owners because The DNL is higher at
take off versus landing. If The majority of
flights could take off Towards The East it
roise complaints and heir lastions from 2016 us 2018.
Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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 qualitable.
rease note: The comments may be made publicly available.
Mat isn't hard to
/

Page 342

P-292: George Prieto

COMMENT RESPONSE

AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 43 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form	
First and Last Name George Prieto Address 5940 SW 15 ST		
PLANTATION FL 33317	(PLANTA TION)	SLE
Email Address HAPPY INFLORINA G HOTMAN. COM		
Meeting Location SIGNATURE GRANT		

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear George Prieto:

- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

P-292: George Prieto (continued)

COMMENT CONTINUED



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 Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 344 June 2019

P-293: Susan Convey

COMMENT RESPONSE



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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear Susan Convey:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 3-4: Fuel Residue/Soot

Page 345 June 2019

P-293: Susan Convey (continued)

COMMENT CONTINUED

Comment Form



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

The Noise Maps do not show the affects of
low Hung planes on my property of
neigh book nood. Does this mean my neighborhood
N not un pacted?
The Moise from the planes begans at Gam
and ends at to pm with planed your very
low right over my house. It goods that I
my honde to where the turn north begins
most days and the sound is dealen us.
Weekengs are me only time I can glosp
ne and the planes war me up, most, I fel
well-finds - My orsteide is covered in black hurt from
the planet would we to see me planes grang
aftitude and turn north further west.
no when this happens, me nouse is much
more bearable! I have left MANY.
noise comment reports saying just this,
1) ()

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 346 June 2019

P-294: Arnold Lieberman

COMMENT RESPONSE

BROWARD COUNTY F L O R I D A	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name	rnold Lieberman	
Address 1760 Sus Plantation 1	- 68 Ave	
	bernane concust vet	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.flipart150.com. Thank you for your interest and participation.

Dear Arnold Lieberman:

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-8: Aircraft Altitude

P-294: Arnold Lieberman (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street. Suite 101 • Dania Beach, Florida 3

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

Al	resent the planes turn whom goin
West,	over our house. They are of a fixede and the noise is annaying inside of our house.
low 4	Hi Lude and the noise is annoxing
even	inside of our house,
They	
	me west glong 595 until Highes
10.50	gin altitude and then furn.
They	need to be quetter 3000 Seet
hickey	to reduce the roise.
/	

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 348 June 2019

P-295: Jei Li

COMMENT RESPONSE

Airport	RTMENT Comment Form Hollywood International Suite 101 - Dania Beach, Florida 33312 -
First and Last Name Jie Li Address 4002 Staghon Ln, Wo	eston, FL 33331
Email Address liji e 1815@gmail.com	
Meeting Location Signature Gra	and Hotel

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear Jei Li:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude

P-295: Jei Li (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 live in a big community which 4002 Staghorn Ln, Weston, FL 33331. My house is right under flight path, Flights are prepares landing above my house noise all day long. Usually the of the day is ground 12:30 am night the flights noise, Thanks for your reading

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 350 June 2019

P-296: Rich Musch

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Rich Musch:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- · 2-2: Departures
- 2-9: Changes to Airport Operations

Page 351 June 2019

P-296: Rich Musch (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 hearing that the tower is assigning a 750° heading for north ronway dept, this seems to be a standard phrase. I feel that if there is no conflict with a south runway dept that the north runway dept should be assigned the RNAV dept and rejuired to Cly it oven "Novae" on the RNAV dept before twon ing north on the RNAV dept before twon ing north on the west operation.

I also feel there is a big discrepture petween north and south departures. I listen to planes a mounde apart and it's hard to believe that the South runway is that busy spread out the departures between runways

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-297: T. Cipollone

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.flipart150.com. Thank you for your interest and participation.

Dear T. Cipollone:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- · 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations

Page 353 June 2019

P-297: T. Cipollone (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

Hello. I'm a resident of Plantation. I live just south of Peters, just east of University Dr. The aircraft noise has become intolerable, particularly at night (9pm-15th) and early in the morning (< 6 am, 7 am).

- ① I understand that when there is a west wind, traffic is reduced to the expanded runway. These planes head west and then turn north. I am respectfully requesting that instead of these starting that north turn around the 3-mile mark, that they be directed further west before being allowed to turn north. That would afford the planes additional time to gain allitude and not fly so close overhead when they make the turn. Please consider that there are our homes.
- (a) There is no noise monitor any where near my neighborhood May we get one? This will show the trend we are experiencing. There has to be a way to show what we are enduring.
- (3) Lastly, if the FAA requires a Part 150 study prior to approxing plane path changes, how did the west-bound heading get changed Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 to: from 270° Fort Lauderdale-Hollywood International Airport, Aviation Department Part 150 Study to 290°? 2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

Please note: All comments may be made publicly available.

Thank you.

Page 354 June 2019

P-298: Martha Hall

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name 1909	Admirals way, FT. Cou	dalale,
FL, 333	316	
Email Address FAFA.	HALL OSISCI BHATL COH	
Meeting Location 5/9	lature Grand, Davie,	FL, 3337

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Martha Hall:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-298: Martha Hall (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the $measures \ you \ would \ like \ considered \ for \ the \ Noise \ Compatibility \ Program, \ which \ is \ the \ next \ phase$ of 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)	Ab places	- remark of 1	s Louis he out
			g too early &
			home Con Course

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 356 June 2019

P-299: Ernesto Escoto

COMMENT RESPONSE



Comment Form

AVIATION DEPARTMENT

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Ernesto Escoto:

- 2-5: Existing/General Noise Complaint
- 3-4: Fuel Residue/Soot
- 3-5: Vibration

P-299: Ernesto Escoto (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

CON	cerned ADONS	AGOUT	CONTAGIA	1 / hor
Res.	The prof	pety b	droped	Poer
use	property to LA	AND	Air (VA)	ded
FIXI	is Th	vogs	My A	iv spa

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 358 June 2019

P-300: James L. Patterson

COMMENT RESPONSE

BROWARD COUNTY F L O R I D A	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form		
First and Last Name JAMES L. PAHERSEAN Address 3724 RIVERIAND FOOD				
Email Address	3133@ Hot mail. com			

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

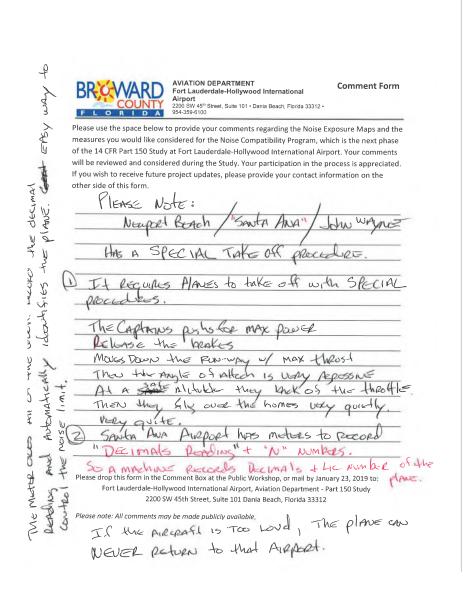
Dear James L. Patterson:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

P-300: James L. Patterson (continued)

COMMENT CONTINUED



P-301: Conrad H. Taylor

COMMENT RESPONSE

BROWARD FA	VIATION DEPARTMENT ort Lauderdale-Hollywood International irport 00 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 34-359-6100	Comment Form
First and Last Name Co	onrad H. Taylor	
	FL 33312	
Email Address taylor Kon		
Meeting Location	fin Grand	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Conrad H. Taylor:

- 1-7: Public Meeting/Administration/Communication
- 3-3: Impact on Property Values

P-301: Conrad H. Taylor (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •
984.3594.6100.

Comment Form

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

of 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.

The Acadian Doof Low About the Impact of Noise on at Acade Continue that Impact of Noise on at Acade Continue that this Day.

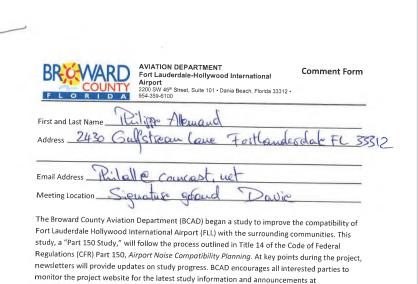
Recover of this. The Regle of townwer Averagin of this Now Rinny on the South of the Aigust

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-302: Philippo Allemaud

COMMENT RESPONSE



www.fllpart150.com. Thank you for your interest and participation.

Dear Philippo Allemaud:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-302: Philippo Allemaud (continued)

COMMENT CONTINUED

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Jame: Tulippe Fillemand

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

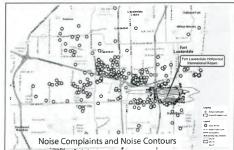
- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of 1-595, the flight track shows them south of LSQS.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart.150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Page 364 June 2019

P-303: Ben Sorensen

COMMENT RESPONSE

Airport	PARTMENT Ile-Hollywood International et, Suite 101 • Dania Beach, Florida 33312 •
First and Last Name BLN 50 Address 70 SE 7 LAMPADAL	FL 33301
Email Address BSORENSEN Comments SUNATURE	FORTCAMOERDANE, GOV GRAND

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

PLEASE SEE ATTACHED

Dear Ben Sorensen:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-303: Ben Sorensen (continued)

COMMENT CONTINUED

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

ame: BEN SUREN

ddress: 701 SF 7 ST

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections.

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 650b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Page 366 June 2019

P-304: Ken Stauch

COMMENT RESPONSE

BRAWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name/	GILF STAVIH	
Email Address	1700, 33312	~
Meeting Location	gGAME P	

The Broward County Aviation Department (BCAD) began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This

Regulations (CFR) Part 150, Airport Noise Compatibility Planning. At key points during the project,

newsletters will provide updates on study progress. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at

study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal

www.fllpart150.com. Thank you for your interest and participation.

Dear Ken Stauch:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 1-9: Part 150 Regulations/FAA Guidelinles
- 2-4: West Flow
- 2-5: General Noise Complaint

P-304: Ken Stauch (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

IT Sams vang Oberous MAT ME
PMT 150 STEDY WAS FLANGE. ALL of
My Naigy Bons Aug up in Bun
Ason THE roiss Great
Device uggi wing. IT Loopes
Lites Garange T is Sensway
THE LITTER GOY!

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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 Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered)

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



P-305: Julie Gordon

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.filpart150.com. Thank you for your interest and participation.

Dear Julie Gordon:

- 1-5: AEDT/Noise Methodology
- 2-4: West Flow
- · 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-305: Julie Gordon (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 live at 24th Marathon law in Landerdale Ists. You
must consider testing the west-from only when we
are 10% effected. My annulus rattle the rail comes Thru
theras F into The house My Tyr all son screams in Fran
at late right departures put the west that turn directly
Over our poure The I'ved here leggers and he
past few yours is intolorable fleuse ander
putting a nate monitor at my hause and awage
the algorium into the cest diretor
especially during peak holidays, Not over
9 365 day average. That's not Occurate or
any andilator at what torture we are put
through My dogs (un shipe our ours + bouts are
tify. I agnot even talk to my hustread
artide by the fit during a westery
departured leave colsider termy my reighborhood during
wishouthy departures during peak times + wing that as
Please drop this form in the Comment Box at the Publishworkshop, or mail by January 23, 2019 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.

Page 370 June 2019

P-306: Angel Rivera

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Angel Rivera:

- 1-7: Public Meeting/Administration/Communication
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life
- 3-5: Vibration

P-306: Angel Rivera (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

A lot of these wap and what representative

Shid by their waps is Just to much for adverge

person to under stand. I Just natice the amounts

OF places going the and the wise. Some times

my but Don glass and window shake. I some times

wake up to place wise. I point even know what is it

doing to the walls of the home. I don't even know

the import of sound affecting Health. The funcy thing

is, that flying above homes in any area will be

increasing. I have had my home over 1548 Ars

it used to be a relaxing, now I try not to be

in it what sever this meeting of Map is about

my concern is sound, Health and what can be done

to as TANN to correct this. I came to the meeting

to voice my correct this. I came to the meeting

to voice my correct this. I came to the meeting

to voice my correct this.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-307: Sophie Allemand

COMMENT RESPONSE



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

newsletters will provide updates on study progress. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Regulations (CFR) Part 150, Airport Noise Compatibility Planning. At key points during the project,

Dear Sophie Allemand:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 373 June 2019

P-307: Sophie Allemand (continued)

COMMENT CONTINUED

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered)

Name: SOPHIE ALLEMAND Address: 2430 Gulfstream Law FT. LAUD, FL 33312

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart 150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Page 374 June 2019

P-308: Charles & Helga Long

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Charles & Helga Long:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-7: Early Morning and Nighttime Operations

Page 375 June 2019

P-308: Charles & Helga Long (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

If the Aircraft stayed over I595 until
1f the Aircraft stayed over IS95 until MARKHAM PAYK before starting their Northern TURNS there would be some Abatement:
TURNS there would be some Abatement.
A t was that B t consider
As it is now, starting Plant 6:30 Am Some will start at 441, others at University Drive,
will start at 441, others at University Drive,
this puts them right over our location
AND Although we installed sound deadening
this puts them right over our location and Although we installed Sound deadwing windows, they do not help much.
We have been at this location since 1975 and this is the worst year ever
1975 And this is the worst year ever

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 376 June 2019

P-309: Joel Mains

COMMENT RESPONSE

BR-O-VVARI)	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45° Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Address 4820 5.	wel MAIN'S W. 188 AUE	
	s FL 33332	
Email Address	Paris & G MAIL. COM	
Meeting Location		

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Joel Mains:

- 1-7: Public Meeting/Administration/Communication
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-309: Joel Mains (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
200 SW 45% Street Suite 404 - Depic Beach Florida 2

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

TO WHOM IT MY CONCERN ITIS A SHAME THAT I HAVE TO TAKE QUALITY TIME Away from my family To come TO THIS DOG AND PONY SHOW HOPING THAT MY COMMENTS WOULD MAKE DIFFERENTS AFTER THE FLIGHT PATERN WAS MADE I WOULD THINK IF OUR COMMENTS MATTEREN IT WOULD HAVE BEEN BEFORE THE NEW FLICHT PATEN MY FATHER BOUNT A HOUSE ON NOD HILL ON THE FIRST FLICHT PATGEN AND MOVED DUE TO THE NOISE LEVELS MY SON ALSO LIVES ON THE FIRST FLIGHT POTERNI AND WILL NOT COME TO MEETING BECAUSE HE FEELS NOTHING WILL BE DONE HOW FOR MY WIFE AND I OVER 20 YEARS ACO WE BOURTH A HOUSE AFTER DOING RESEARCH NOT TO BOY ON A FLICHT PATERN SO WE COULD ENJOY THE PEACEFUR AND TRANSON TIME AROND THE ROLL AND TIKE HUT AND THEN THE PLANES COME ALONG WITH NOISE AND THE QUALITY OF LIFE AND WHAT USE TO BE PERCEFUL AND THE QUALITY OF LIFE AND WHAT USE TO BE PERCEFUL AND THEM QUIL IN THE BOOK YARD AROUND THE PROVIDE AFFECT WARLING ALL WEEK IS COSE AND CHORSHEADE ALL IN THE NAME OF PROCEEDS TO SHOWLD HAVE THE RICHT TO TAKE SOMEONES QUALITY OF LIFE AWAY.

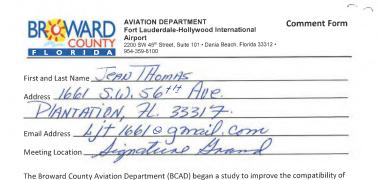
THOSE YOU TAKE IN CONSIDERATION TO MAKE THE FORM 3.1 GCIDE PATH CONTROLLEY DESCENT ON APPROACH. MAYBE THEN WE CAN GET BACK OUR QUALITY OF LIFE BACK Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 to: Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study

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

Please note: All comments may be made publicly available.

P-310: Jean Thomas

COMMENT RESPONSE



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

newsletters will provide updates on study progress. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Regulations (CFR) Part 150, Airport Noise Compatibility Planning. At key points during the project,

Dear Jean Thomas:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-310: Jean Thomas (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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 Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 include your full name and complete address for your comment to be considered)

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area,

This graphic superimposes two maps provided on flipart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



P-311: John Nichols

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear John Nichols:

- 2-5: External/General Noise Complaint
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life

P-311: John Nichols (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •

Comment Form

954-359-6100

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

USLY INFORMATEUR. HOWEUGH THE STUDY DOES NOT ACCURATELY ADDRESS THE EFFECT TO MY NICHABILHOW BY THE CHANGE IN FLICHT PARA THAT HAS OCCURED OVER THE PAST FEW YEARS. THE CONCEDE OF ALBERTAINE MORSE LEWES OURSTREE HE 8 ELIODS OVER AYEAR IS FAULTY, WERE WEST WINS WHICH OCCUR ~ 20% of THE TOME I CAN NO LONGER USE MY OUTDOURS AND I HAVETO CLOSE MY WINDOWS. I'VE LIVED AT THIS AT ADDRESS (WILL ON 30 YEARS AND THOSE CHANGES ARE EFFECTIVE MY USING MY HOME. I DID NOT PURCHASE A HOME IN A FLOGET PATH IN EED A CLEENE GORDANDSON ON WHY THESE FLICK PATA CHANGES ALL NECROSARY

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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

Page 382 June 2019

P-312: Luna Nichols

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name		
Email Address	notine Drang	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Luna Nichols:

- 1-7: Public Meeting/Administration/Communication
- 3-2: Quality of Life

P-312: Luna Nichols (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street Suite 101 • Dania Beach Florida 33

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 found this meeting very informational
to show what study includes.
The study does not take into consideration
how the flight part changed since the
beginning of data accumulated over the years
Station 44 methodology seems flawed as
is taking an average over a one-year period which
does not seem anuate
I live in Plantation ples and cannot understand
why they changed the flight path to fly
wer ow home. In Salauntly We cannot
enterlain outdoors or just go sit vilside to
relax, the planes are continuously flying over
or home and are very load, We live on a
canal and short homes are located on canal " ne
enterlain outdoors, or just go sit rilside to relax, the planes are continuously flying over our home and one very load. We live on a canal and short homes are located on canal " noting where noise is increased along the waterway.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 384 June 2019

P-313: Kelly Andrews

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Address 582	Elly ANDAEWS KI	VAI GOTMONN
	TION F(3331)	7
	T KARL @ GMAI (CO	nn

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Kelly Andrews:

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-313: Kelly Andrews (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

LUB LIVE IN PLANTATION ISLES - AND THE NOISE
CEVEL WE GET WHEN THE AIRCRAFT (SET) TAKE
off AND HEAD WEST IS REALLY GETTING
UNDERRABLE - ESPECIALLY WHEN THEY BANK
DIRBETLY OVER OUR HOUSE - WE CONNOT HEAR
OUTSELVES TALK - S.Ting only 5 FEET FROM
ONE ANTINEX - This REALTY TAKE DURY OUR
ENSOYMENT of our Nome AT All TIMES
Of Day of Night - Some Thing MUST BE DON'T
/
TRY NOISE CAN(GILATION TECHNOLOGY ON THE JET ENGINES !
ON THE DET ENGINES /
, ,

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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,

Page 386 June 2019

P-314: Natalie Cooke

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Natalie Cooke:

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-8: Aircraft Altitude

P-314: Natalie Cooke (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2000 SW 45® Street Suite 101 - Desig Breach Florida 20

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 house is located between Griffin and Stirling Road

Thouse a two story home and am able to watch the planes
pass over daily. I have in aquietorea except for the planes
that come too close to my house. I bought my house 19
years ago and the planes used to Stay over 595 to Griffin
the planes now fly over my house (mostly arriving planes)
I also howe the planes from Miami airport flying
over. (Both departures and arrivals). I would like to
see the planes Stoy over the major Streets like Griffin
instead of flying over neighborhoods. I think you should
fine the pilots who get too close to neighborhoods.
The planes are very low when they pass by which adds
to the noise.

Thank you for holding these workstops.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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,

Page 388 June 2019

P-315: Khalil Maurice Nasser

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Deal Khalil Maurice Nasser:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-8: Avialable Data
- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations

Page 389 June 2019

P-315: Khalil Maurice Nasser (continued)

COMMENT CONTINUED

COUNTY	AVIATION DEPARTMENT Comment Form Fort Lauderdale-Hollywood International Airport 200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 44-398-6100
n ≥ asures you would like cons of the 14 CFR Part 150 Study a will be reviewed and consider	provide your comments regarding the Noise Exposure Maps and the dered for the Noise Compatibility Program, which is the next phase it Fort Lauderdale-Hollywood International Airport. Your comments and during the Study. Your participation in the process is appreciated. Open to please provide your contact information on the water and the following the subject of the contact of the contact and the subject of the contact and the contac

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

Please note: All comments may be made publicly available,

Page 390 June 2019

P-316: Christian Miller

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Christian Miller:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-316: Christian Miller (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

You need to put a way point out west for the plane to turn now!
West for the stone to Turn north
over the everaladar The hoise is
so Bad I can't focus on My school
work. I am a student I work Hard
and Try TO Study hard.
0 2

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 392 June 2019

P-317: Kevin Young

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Kevin Young:

- 1-10: NCP Recommendations
- 2-3: East Flow

P-317: Kevin Young (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

directors. Our neighborhood is significantly impacted by the East-bound departures - which represent the majority of departures from FLL.

We believe there are reasonable alternatives to the current practice of aircraft making almost immediate turns North. The planes would cosily fly due East over John Hoyd State Park where there are no residential homes, and could then make their Northerly turn out over the Atlantic.

We also believe that the number of concurrent possible departures is low and therefore no immediate requirement to

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

coaste a North and South

Page 394 June 2019

P-318: Richard Cahoon

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 954-359-6100	Comment Form
First and Last Name	ichard Dick A	40N
Address 2460	Cat cay Land	Ludada le
Ft. Lange	2 fall FL 33312	Isles)
Email Address Meeting Location	hpropa mac	com
Weeting Education	gradual Sterre	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Richard Cahoon:

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-6: Flight Tracks
- 1-7: Public Meetings/Administrative/Communication
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

P-318: Richard Cahoon (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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 Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area

This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are contour lines are not even close to



P-319: Jeannie DeRolf

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form		
First and Last Name Jannie DeRole				
Address 3301	Swibet			
- A rai	iderable + 1. 33	312		
Email Address	niederolf@aol.com			
Meeting Location Sign	rifure Gravel			

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

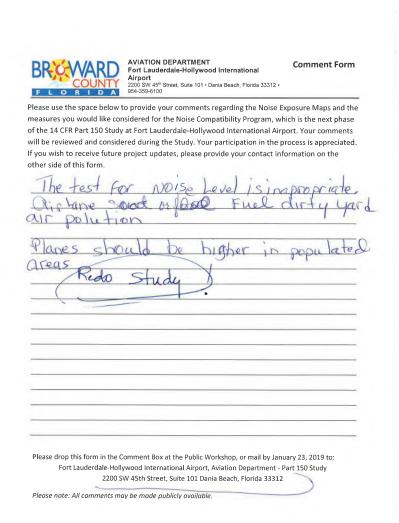
www.fllpart150.com. Thank you for your interest and participation.

Dear Jeannie DeRolf:

- 1-9: Part 150 Regulations/FAA Guidelines
- 2-8: Aircraft Altitude
- 3-4: Fuel Residue/Soot

P-319: Jeannie DeRolf (continued)

COMMENT CONTINUED



Page 398 June 2019

P-320: Kathleen Howe

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.filpart150.com. Thank you for your interest and participation.

Dear Kathleen Howe:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 3-2: Quality of Life

P-320: Kathleen Howe (continued)

COMMENT CONTINUED

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the easures you would like considered for the Noise Compatibility Program, which is the next phase the 14 CFR Part 150 Study at Fort Lauderdale-Hollywood International Airport. Your comments Il be reviewed and considered during the Study. Your participation in the process is appreciated. you wish to receive future project updates, please provide your contact information on the her side of this form

Please see attached "Comment for
the Part 150 Public Workshop".
I have lived in my home since
1989. My quality of life is
severely expected by the noise.
It can be heard at all hours
even over my loud sound machine
(soother - white hoise to and slop). We
are unable to have a conversation outside
The 150 Airport Noise Study is a joke -
LOOK at the noise complaints: Your
data is flawed.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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 Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County,

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



P-321: L. Cindric

COMMENT RESPONSE



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 encourages all interested parties to monitor the project website for the latest study information and announcements at

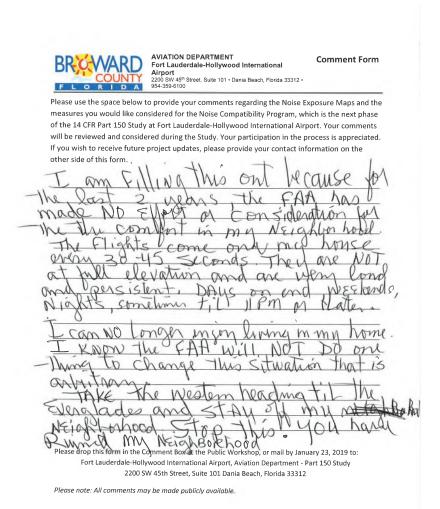
www.fllpart150.com. Thank you for your interest and participation.

Dear L. Cindric:

- 1-10: NCP Recommendations
- 2-6: Frequency of Operations
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life

P-321: L. Cindric (continued)

COMMENT CONTINUED



Page 402 June 2019

P-322: Susan Moustaki

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.flipart150.com. Thank you for your interest and participation.

Dear Susan Moustaki:

- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations
- 3-3: Impact on Property Values
- 3-4: Fuel Residue/Soot

P-322: Susan Moustaki (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the $measures \ you \ would \ like \ considered \ for \ the \ Noise \ Compatibility \ Program, \ which \ is \ the \ next \ phase$ of 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 have fived page fully in the Isles for
almost 23 years, the first 20 were great and
we all realize there is an arrant neakby.
the past 3 years have been hell. We built a
pool and new backyard to enjoy. No amount of
impact wardows can hop "outle glover back your
We have Many commercial pilot Exiends
That live also in the "Isles" that have discussed
This with us and state that the new "hooding" For
departures is mostly un-necessary.
We don't know why they shifted but we
don't ned studies to know that if you
pat the planes back to 275° - we all would
be VERU happy and not have to more
you have this has Devalued our property
Salues, made our air pollused and
a healthy with the sate (so ut) from the planes
directly overhead and made living here very
Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 to:
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

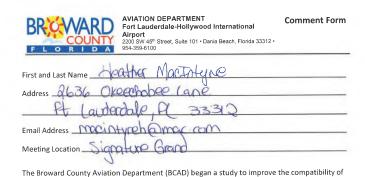
Please note: All comments may be made publicly available.

STOP The studies and take ACTION FOR

US!

P-323: Heather Macintyne

COMMENT RESPONSE



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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear Heather Macintyne:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- · 2-11: FLL Noise Insulation Program
- 3-2: Quality of Life
- 3-4: Fuel Residue/Soot

Page 405 June 2019

P-323: Heather Macintyne (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street Suite 101 - Dania Reach Florida 33

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

The noise level has beenne so much more intrusive as this study keeps again (feels andless!). As the maps show our house is in the direct line of these westward flights. They come at ALL hours of the day and night. As attemptive shouldbe able to sleep in curown homes. As well as enjoy our outdoors. The planes are relentless, extremely how and loud with angines at their park run. It sounds like we are on the runway itself. Also, the plack scot is coating everything and we breather that into our bodies.

the are not looking for compensation or soundprocking. The reason we live down here is far the weather and to be able to enjoy our outdoor space. The dones small be staying on their same heading as they was to. That is mainly over highway a materials districts. They is aver feel money over our treatmand trangulity.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.
IN OUR OWN homes is just plain wrong,

Page 406 June 2019

P-324: Richard Bongiorro

COMMENT RESPONSE



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

RICHARD BONGIORRO.
6861 SW 1674 S) RICHARDEN AGMIS
PlaMATION FL. 3331) 954663-4392
TOO SOON! PERONTUNE TUNNS WORLD
EASI BOUND SEEMS TO BE FIRE EXCET FOR WEATHER PROBLEMS.
DOM LET WEST BOWN DEPARTURES
EVENGIANOS IF PASADIE
m) le

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Dear Richard Bongiorro:

- 1-10: NCP Recommendations
- · 2-2: Departures

P-325: Zory Hunoz

COMMENT **RESPONSE**



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 Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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

Address: 4499 SW 37th Ave FL We have been calling many times your 8227910 line, sometimes at 10:00 pm

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

20mm@hotmail.com

Dear Zory Hunoz:

- 1-10: NCP Recommendations
- · 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- · 3-2: Quality of Life

P-326: Angela ludica

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Angela Iudica:

- 1-10: NCP Recommendations
- 3-2: Quality of Life

P-326: Angela Iudica (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

In hoise.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-327: Deborah Deetz

COMMENT RESPONSE

BR WARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Address B Comia	eborat Deetz Julyotream Rd B. F. 33004	#309
Email Address	Jc 2110@ g mail avie	, o Comu

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Deborah Deetz:

- 1-9: Part 150 Regulations/ FAA Guidelines
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

P-327: Deborah Deetz (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

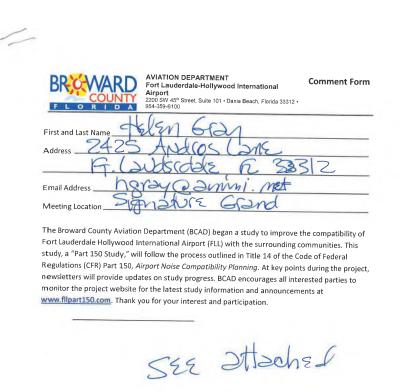
I Sive at 85 gulstream ld They say I live out of your Zone I say Bull. I wake at 5:30 am
they Say I live out of your Zone
I say Bull. I wake at 5:30 am
to the Sound of aurplaness How
and be en the some & com
See - Read the airplanes Clearly.
Lan't even be in my bathroom
With NO NOISE It's everywhere
No sest. I can't open my
Datio . Some of my neighbors
Patio · Some of my neighbors I.
prepr not to do that
Loud Loud.
Re Zone Caesse its Loud at
my Condo! TY

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-328: Helen Gray

COMMENT RESPONSE



Dear Helen Gray:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-328: Helen Gray (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED





AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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 Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



P-329: Marvette & Bruce Hagevik

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name MAddress 7141 S	LARVETTE & BRUCE SW 7 St, PLAN	HAGEVIK TÄTION,
Email Address	like pe@gmail	DAV/E

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Marvette & Bruce Hagevik:

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life
- 3-3: Impact on Property Values

P-329: Marvette & Bruce Hagevik (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 see that since the new
Nunway at FLL was built
many de partures gaina west
turn to the north Iright
over our area. The Itimes
of air chart noise are usually
Detween 5145-10am and/or
side-toicopm. The noise 15 58
Touch It is hard to have
mayor us to manning
The solution docated be
to extend toke off more
westerly before turning north
in the more papelated areas-
and do the turn to the
north over the everylades;
The noise at teats quality of life and Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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, \$255 ibly Property
values.

Page 416 June 2019

THXNK YOU.

P-330: Giori Stauch

COMMENT RESPONSE

BROWARD COUNTY F L O R I D A	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
	TIORI STAUCH	
Email Address	AT KMS @ VAHOS, COM	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.flpart150.com. Thank you for your interest and participation.

Dear Giori Stauch:

- 2-4: West Flow
- 2-5: Existing/General Noise Complaint

P-330: Giori Stauch (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 wou think you of guest room w	We don't have a noise issue, to spend the night is my her the flares take of west

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 418 June 2019

P-331: Greggory W. Sanders

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
Address 8343 A	Phake Forest Dr.	
	Signature Great	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

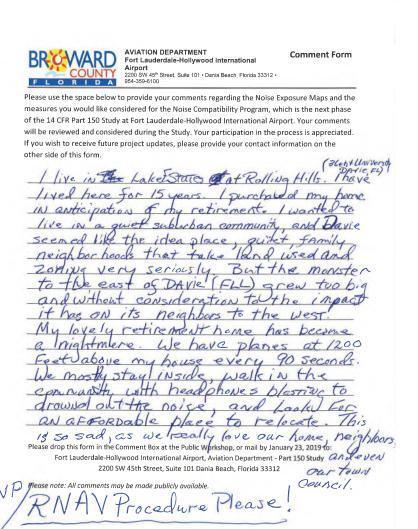
www.fllpart150.com. Thank you for your interest and participation.

Dear Greggory W. Sanders:

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-8: Aircraft ALtitude

P-331: Greggory W. Sanders (continued)

COMMENT CONTINUED



P-332: Rafael Puig

COMMENT RESPONSE

BROWARD COUNTY F L O R I D A	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Address 44978	SW 25 Terr Ford La	
Email Address Rafa Meeting Location Signa	elpuzg908@gmailc	com

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Rafael Puig:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

P-332: Rafael Puig (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

Purchase or Compensate All Homes By West	
OF GRIFFEN AND NORTH of Pavenwood. Above my home the NOISE doesn't stop. My children	0
can't sleep NOR ENJOY aday outside. Please consider before options for the	=10
Please consider better options for the	
Community.	

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 422 June 2019

P-333: William Gray

COMMENT RESPONSE

BRO	VARD	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •	Comment Forr
FLO	RIDA	954-359-6100	
First and Last	Name//	HULLAM GRAY	
Address	2423	ANDROS LANE 33312	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear William Gray:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-333: William Gray (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

125 R	FER TO THE OBJ	IECTIONS ON THE
ATTACH	ED COMMENTS	455 116
		Mildan
		- Wirely

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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 Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered)

33317

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County,

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



P-334: James L. Patterson

COMMENT RESPONSE

AVIATION DEPARTMENT fort Lauderdale-Hollywood International kirport 200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 54-359-6100	Comment Form
mas L. Paterson	
133 C Hotman L. com	
	ort Lauderdale-Hollywood International import inport 200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 94-393-6100 MG L. PAK-RSON JGR (And Rand

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear James L. Patterson:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

P-334: James L. Patterson (continued)

COMMENT CONTINUED

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 84-339-6100 F.
reasures you would like con fithe 14 CFR Part 150 Study rill be reviewed and conside you wish to receive future pather side of this form. O Plane - Unless V	po provide your comments regarding the Noise Exposure Maps and to sidered for the Noise Compatibility Program, which is the next phas at Fort Lauderdale-Hollywood International Airport. Your comment red during the Study. Your participation in the process is appreciate project updates, please provide your contact information on the warker of our war work of the warker of the war
Fort Lauderdale-Hollyv	mment Box at the Public Workshop, or mail by January 23, 2019 to: wood International Airport, Aviation Department - Part 150 Study / 45th Street, Suite 101 Dania Beach, Florida 33312

Page 426 June 2019

P-335: Karen Rames

COMMENT RESPONSE

BROWARD	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment For
First and Last Name	vien Rames	
Address 2530 M	Mother lane	
Email Address	ames @ att. net	
Meeting Location	stratue rand	

Regulations (CFR) Part 150, Airport Noise Compatibility Planning. At key points during the project, newsletters will provide updates on study progress. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Please pee attacked

Let's Let's

study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal

Dear Karen Rames:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-335: Karen Rames (continued)

COMMENT CONTINUED

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
fou must include your full name and complete address for your comment to be considered.

Men Panel

252-0101

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Page 428 June 2019

P-336: Michael Oleiniezah

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name	Charl OLE NEZAK	
Address 3620 50	V 55 Avenue	
DAVIE, F.	Trains 33314 Pragont @ bellsouth.	
Email Address	Pragoni @ bellsouth.	net
Meeting Location Sig	Grand.	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Michael Oleiniezah:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

· FLL Noise Insulation Program

P-336: Michael Oleiniezah (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

			+ DUL	AREA.	Nothi	14
200	V MAYO	been	FOR	30 €	PYARS.	*
No	1/d jus	T 60	Nice 1	to Att	PAST	
DAU.	e somE	Kind	of Mil	tigation) reli-	F.
an	Dinso las	Tion 1	non-y	AAK brok	ok ete	
I	d471101	Hy 72.	-1 d As	though	L A11	
11.	15 15	25/ 1	FOR 5,	hours	5	
	1	/		,	(2)	
_						

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 430 June 2019

P-337: Richard N. Seaman

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
	ichand N. SEAMAN	
Ft. L	Sudo & dalo 33312 (40	idendate Islas)
Email Address SEA	rickegmilicen	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Richard N. Seaman:

- 1-5: AEDT/Noise Methodology
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint

P-337: Richard N. Seaman (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 432 June 2019

P-338: Sara Nichols

COMMENT RESPONSE

BRCWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Address 2637	BARA NICHOLS	LANE
Email Address	ranichos 3216 madure Grund	D yahoo con

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Sara Nichols:

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-338: Sara Nichols (continued)

COMMENT CONTINUED

2 2 2 E
BROWARD AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport Airport 200 Sw 45° Street, Suite 101 · Dania Beach, Florida 33312 ·
Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.
FAA disignated heading
This Study is a waste
W and a waster of our
7 me.
Of Okeeohobee Lane !!
Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 434

P-339: Sara Torres

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form		
First and Last Name _ 51	MA TONKES			
Address 217 JITCAR AND DR				
Plants	Hm 333241			
Email Address				
Meeting Location				
The Broward County Aviatio	n Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

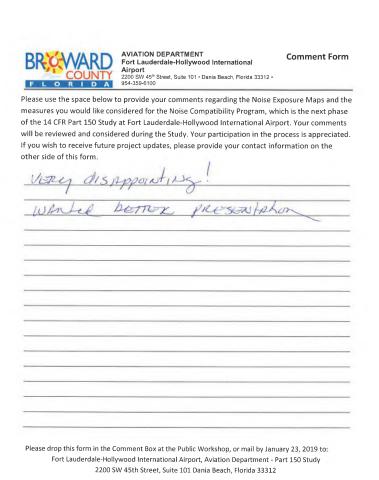
Dear Sara Torres:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-7: Public Meeting/Administration/Communication

P-339: Sara Torres (continued)

COMMENT CONTINUED



Page 436 June 2019

Please note: All comments may be made publicly available.

P-340: Vincent Valldeperas

COMMENT RESPONSE



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2000 SW 45III Street Switz 404 Page 18 June 19 Jun

Comment Form

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

First and Last Name VINCENT VALLDEPORTS

Address 2624 SULFILLOFF IN

ET 400. 1-6 33317

Email Address VINCE A VALIDERE RAS.US

Meeting Location S((NATORE (LAND) DAVIE

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Vincent Valldeperas:

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-340: Vincent Valldeperas (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

SEE	ATTA	CITE	8-D			
STUDY	WAG	A	TOTAL	WASTE	OP	MONEY!
		_				

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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 Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered)

Name: JUNGUT VALIDOZEMS Address: 2624 SULARLOAF IN FILAUD

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that desnite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



P-341: Thomas Ferland

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name	Early 1	
First and Last Name/ /	onas lellana	
Address _ 2636 M	narathon lane	
FT. Lane	Jerdale, F1 33317	
Email Addressfact	fely 986 bell south	Bret
Meeting Location	nature grand	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear Thomas Ferland:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-8: Available Data
- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations

Page 439 June 2019

P-341: Thomas Ferland (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 wo maine concerns - The fact that
the noise is averaged is stupid. When we
get adere godb the average doesn't mean
are above 90db the average doesn't mean
angthing.
The pilots drift there faces further To the north by not countering the wind from the south to maintain the required heading. Just stay south
To the neith be not countering the
wend from the south to maintain the
required heading. Just stag south
01 595
All of your maps are full of green dots
north of 595, get you that that its
north of 595 yet you that that its ok cause it you average that s Selon 658
Selon 65dp

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 440 June 2019

P-342: Adrian Farmer

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

IMPLEMENT FINES OF FIOK/MCIDENTS WHEN FUGHT PATHS
HAVE BEEN ALTERD BY AIRCRAFT + FIOK/MCIDENT WHEN
TOWER ALTERS FUGHT PATHS DEVIATING FROM BUNWAY HEADIN
UNTIL MOK FORT:

IMPLEMENT SEASONAL STUDIES BASED ON FUGHT NOISE DATA OF WHAT HAPPENS WHEN A FUGHT GOES OUTSIDE OF RUNWAY HEADING TOO + LANDING.

PURING TIME WHEN EXPANSION OF SOUTH + NORTH RUNWAY WAS PELLURED TO RESIDENTS, IT WAS TOOD THAT FUGHTS WOULD NOT ALTER COURSE, EXCEPT IN EXTREME CONDITIONS, FROM RUNWAY HEADINGS UNTIL OVER WATER, AFTER ITS OR 10000', THIS DID NOT HAPPEN.

Dear Adrian Farmer:

- 1-9: Part 150 regulations/ FAA Guidelines
- 1-10: NCP Recommendations
- 2-4: West Flow

P-342: Adrian Farmer (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street. Suite 101 • Dania Beach, Florida 3

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

THE 14 CFR PART 150 DOES NOT DEPICIT ACCURATERY WHAT IS HAPPENING + 18 CHARLED ONCY TO FAA + AIRLINGS TO DEFERMINE WE DO NOT HAVE A PROBLEM WHICH IS FALSELY REPRESENTING NOISE OF AIRCRAFT INDURNING MEDICATION WHAT CAN BE DONE:

TO HEADING TO BE MAINTAINED @ 690 OR 270 UNTIL 10K' BEFORE MAKING A TURN NORTH, SINCE 2015 THE FURTH PATH HAS CHANGED + CAUSES MORE NOISE THAN EYER BEFORE + 1T 15 GETTING WORSE.

WPON LANDING TO INCORPORATE A 3:1 GLIDE DECENT MONITOR ALL SOUND DEVICES + ADJUST FUGHT PARTS

ACCORDINGLY.

NOT AN INACCURATE 24 HE AVERAGE WHICH DOES NOT REFLECT LOSS OF USE OF RESIDENCES.

THAT A PULIC FORUM TO DISCUSS EXPANSION + HOW

QUALITY OF LIFE WILL CHANGE IN THE FOTORE

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.



P-343: John & Bobbi Bunton

COMMENT RESPONSE

BROWARD AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport
2200 SW 45" Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100
First and Last Name_ John 4 Bobbi Bunton
Address 2530 Marathon Lane
Fort Lauderdale, FL 33312
Email Address bobbibunton agmail com; jourton ame com
Meeting Location Signature Grand, Davie
The Broward County Aviation Department (BCAD) 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 encourages all interested parties to
monitor the project website for the latest study information and announcements at
www.fllpart150.com. Thank you for your interest and participation.
50ble Supp
remarks 110.
Contid,
etc.
Lauderdale Isks needs to file a class action Civil suit, period!
civil suit, period!

Dear John & Bobbi Bunton:

- 1-5: AEDT/ Noise Methodology
- 1-6: Flight tracks
- 1-7: Public Meeting/Administration/Communication
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life
- 3-4: Fuel Residue/Soot

P-343: John & Bobbi Bunton (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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

opened has been horrendow! We can no longer enjoy our quality of life, breathe clean air the enjoy our quality of life, breathe clean air the enjoy the outdoors upenever there is a west wind blowing. Our patio furniture, clother cas, etc. are consult blowing to pation furniture, clother cas, etc. are consult blowing out and a daily nois. Who knows what we are actually breathing into our lungs? Herhaps the EPH needs to get involved? The Iso Study was a total waste of time of financial funding - attractions!! The computer modeling does not provide the actual real wind out a needed to pottay the noise level that we experience in the Isles. Plaint simple, flight paths were changed by the FAR which have caused this noise is we when the airplanes to low the 210 degree path the noise is managenose.

This meeting was very misteading - y no speakes please drop this form in title comment box at the Public Workshop, or mail by January 23, 2019 to;

Fort Lauderdale-Hollywood International Airport, Avistion Department - Part 150 Study

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

Explaining any time of the public workshop, or mail by January 23, 2019 to;

Fort Lauderdale-Hollywood International Airport, Avistion Department - Part 150 Study

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

Explaining any time of the public workshop.

Fort Lauderdale-Hollywood International Airport, Avistion Department - Part 150 Study

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

Explaining any time of the public workshop.

Fort Lauderdale-Hollywood International Airport, Avistion Department - Part 150 Study

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

Explaining any time of the public workshop.

Fort Lauderdale-Hollywood International Airport, Avistion Department - Part 150 Study

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

Explaining any time of the public workshop.

P-344: Holly Miller

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
	Marathon 49 aderdale FL 333/5	
	n 90959 @ gmail. con	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.filpart150.com. Thank you for your interest and participation.

Dear Holly Miller:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-4: West Flow
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-11: FLL Noise Insulation Program
- 3-2: Quality of Life

June 2019

P-344: Holly Miller (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 3

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 have lived in my hause for 31 years.

Never had an issue until The new ranswy went in After being Told it alouded not explicit us in landendale is les Now knowing that is a he I get woken up early in the morning Began Lam from the noise and it doesn't slop till after II some night & fiel its all neight brigg. I have in Florida for the beautiful weather, mow of can't even sit out side and expay it. It is not an accusing disturbance, it is even I is not an accusing disturbance, it is even home a lot of people are making. I replace my road haping that would help and added the window to quiet it down either has helped.

Need Change Now!! Wanhs

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 446 June 2019

P-345: Bernadette Peters

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Be	modelle Peters	
Address 7081 SW	19xL St	
Pour	stun Pr 33317	
Email Address	fees OR amail com	
Meeting Location	gustuce Court , Fit	-

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear Bernadette Peters:

- 2-4: West Flow
- 2-6: Frequency of Operations
- 2-8: Aircraft Altitude

P-345: Bernadette Peters (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

The current flight paths are intolerable, they
are too low and too loud, the arcraft should
not the so tow over residential areas. I am
constantly bothered by spres departing Fil
I live in Royal Pohn South- Reters & Live
which is not close to the auxout
FIX IT!

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 448 June 2019

P-346: Jim Pinleston

COMMENT **RESPONSE**



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 - 16 = 2019

WEST BOUND DEPARTURES SHOULD NOT TURN NORTH BEFORE REACHING 4.5.27.

DOING SO PUTS THERE RIGHT OVER SOUTH PLANTATION RESIDENTIAL AREA.

THIS HAPPENS EARLY & LATE & IS DEVALUING OUR HOMES & DISTURBING DUR REST.

THIS DIDN'T HAPPEN BEFORE THE SOUTH RUNWAY WAS BUILT.

THERE IS NO REASON WHY THIS IS NECESSAFY.

in Penteston - 954-804-6070 5860 SW 13 # ST. PLANTA FION, FL 33317-5342

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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

Dear Jim Pinleston:

- 1-10: NCP Recommendations
- 2-4: West Flow
- 3-3: Impact on Property Values

P-347: David Brindley

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear David Brindley:

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-8: Aircraft Altitude

P-347: David Brindley (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •

Comment Form

954-359-6100

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

The Flights DEPARTING TO THE WEST ARE MAKING Along THE 595 COPRIDGE FARTHER WEST BEFORE TURNING NONTH. THIS WAY THEY CAN TURN AT A

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 451 June 2019

P-348: John Barter

COMMENT RESPONSE

BROWARD COUNTY FLORIDA	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name	hay Bosfer St 18 St	
Email Address		

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear John Barter:

- 1-10: NCP Recommendations
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

P-348: John Barter (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the $measures \ you \ would \ like \ considered \ for \ the \ Noise \ Compatibility \ Program, \ which \ is \ the \ next \ phase$ of 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.

Can't Sit outside And Have Conversation
When It's Good outside, Due To
excessive Noise Levels, Am I Live Heie
To evipy The winter outdoor weather, I'
Hove lived At This Address For 20 year's
When Talking you Have To Stop Talking
When each Place goes over Because The
Person you are Talking To Can't Hear you
The Noise Starts At 6:15 AM TO 11:15 PM I Miss The Day's of No Noise When Sitting out By The Fire Pit
I Miss The Day's of No Noise When
Sitting out By The Fire Pit
Fly Fuither West over Morkom Park like They Used Too
like They Used Top

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-349: Zachary Schultz

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 49 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
	CHARY Schultz	
Address 7140 Su Plantation	N 18 St 1/33317	
Email Address 75chul Meeting Location Signalu		

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Zachary Schultz:

- 1-10: NCP Recommendations
- 2-4: West Flow
- · 3-2: Quality of Life

P-349: Zachary Schultz (continued)

COMMENT CONTIUED



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 Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 have two small children that love being
artside as do I but when the air Planer Fly
overhead it makes it hard to talk at Listen
to whomever is speaking. As of lade it seems
like the planer Just bank light over my house
while still climbing Would be nice for them
to go out over the Everylolds to make those
forns

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 455 June 2019

P-350: Diane Steeger

COMMENT RESPONSE

AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •	Comment Form
First and Last Name Siana Staga	
Address 1942 And as Carre 77. Landerdale Pl. 33	3312
Email Address <u>distacel Equivil Cam</u> Meeting Location <u>Signature</u> Grandle	
The country of the co	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.flipart150.com. Thank you for your interest and participation.

Dear Diana Steeger:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

•

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-350: Diane Steeger (continued)

COMMENT CONTIUED

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 You must include your full name and complete address for your comment to be considered)

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Page 457 June 2019

P-351: Heather Lieberman

COMMENT RESPONSE

BROWARD COUNTY F L O R I D A	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Heath Address 1760 Sw 68	y Labernan Ju Plantation	
Email Address	tine good can	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation-

Dear Heather Lieberman:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

• 1-10: NCP Recommendations

2-4: West Flow

Page 458 June 2019

P-351: Heather Lieberman (continued)

COMMENT CONTIUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 feel like it would be better to by a former inter along the higher brist for their altitude or by with the wind of against the cities. asks commer celling forth classes were to be supported by along man roots after gone not on the ways to be bright forth singue as my mytheress; the	
I have every for the flor ar of a love stall house the day it light a lost today	
	_

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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,

Page 459 June 2019

P-352: Richard Katz

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Richard Katz:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

•

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-352: Richard Katz (continued)

COMMENT CONTIUED

Comment for the Part: 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (ou must include your full name and complete address for your comment to be considered)

Name: KICHARD KATZ

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we excertience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart 150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Page 461 June 2019

P-353: William Burns

COMMENT RESPONSE

BROWARD COUNTY F L O R I D A	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 49th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Address 1700	Illiam BURNS SW 67th Terrace	
Plant	atem 33317	
Email Address born	15@ povaredy	
Meeting Location	nature Grand	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear William Burns:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

•

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-8: Aircraft Altitude

Page 462 June 2019

P-353: William Burns (continued)

COMMENT CONTIUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45" Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100

Comment Form

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

DAININETS leaving Hollywood For Lauderdale airport climb a few thousand feet in the westbound cerridor and turn to the north and fly over our house producing noise that makes it impossible to carry on a callersation.

Dor telephone calls and questions obtained the response that special permission is given by the tower to allow pilots to leave the westbound perider at allitude low enough to make found noise at ground level.

(3) Solution: require quoliner climb out altitudes to be beyond several thousand feet before making a from because the torn requires mere engine thrust to avoid slipping in the torn

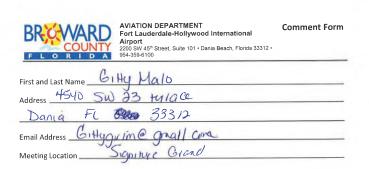
Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 to:
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study
2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

Please note: All comments may be made publicly available.

Page 463 June 2019

P-354: Gitty Malo

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Gitty Malo:

- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 2-11: FLL Noise Insulation Program

P-354: Gitty Malo (continued)

COMMENT CONTIUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •

Comment Form

954-359-6100

PI ease use the space below to provide your comments regarding the Noise Exposure Maps and the easures you would like considered for the Noise Compatibility Program, which is the next phase of 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 Live at 4540 SW 23 throce in Dania FL
I am one of the few who did not get new wander
or upgrades to my time but most of my neighbor
or upgrades to my time but most of my neighbor did. The here neighbors in front left and right of me got it The planes are very to
right of me got it The planes are very
TICTURE EVENIANCE A DISH 4 MINICA III 300 I
which is a new Knuse In 2010 a small plane
which is a new Knise In 2010 a small plane fell behind my yard. Planes are alway passing
by the planes are so like I can see the
landing gear. I hope this will charge for me and my 4 children. (July)
and my 4 children. (hum
My confact into
City Malo
786 290-3259.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 465 June 2019

P-355: Rose Bechard Butman

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name	e Bechan B. Man	
Address 980 S	W 44 St.	
Email Address	and De My asst net	
Meeting Location 5	alme Stand	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear Rose Bechard Butman:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

•

- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow
- 2-8: Aircraft Altitude
- 3-2: Quality of Life

P-355: Rose Bechard Butman (continued)

COMMENT CONTIUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the $measures\ you\ would\ like\ considered\ for\ the\ Noise\ Compatibility\ Program,\ which\ is\ the\ next\ phase$ of 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 drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 467 June 2019

P-356: Charles B Butman

COMMENT RESPONSE

BROWARD COUNTY F L O R I D A	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name MA	ale Butman 54 45 87 tatin fl 333:	24
Email Address	anlie @ Chutman.	com

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear Charles B Butman:

- 2-9: Changes to Aiport Operations
- 3-2: Quality of Life

P-356: Charles B Butman (continued)

COMMENT CONTIUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the $\,$ $measures \ you \ would \ like \ considered \ for \ the \ Noise \ Compatibility \ Program, \ which \ is \ the \ next \ phase$ of 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 drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 469 June 2019

P-357: Russ Pressey

COMMENT RESPONSE

BRCWARD COUNTY FLORIDA	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
First and Last Name Address Planta	uss Pressey SW 2014St 10n, FL 33317-5105	
Email Address	nature Grand Davie	FL

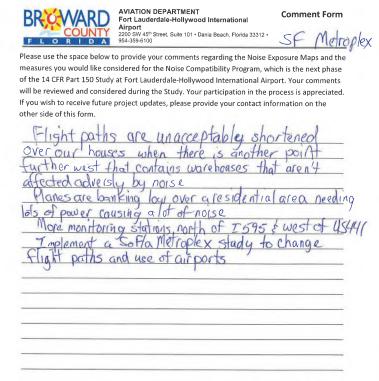
The Broward County Aviation Department (BCAD) began a study to improve the compatibility of Fort Lauderdale Hollywood International Airport (FLL) with the surrounding communities. This study, a "Part 150 Study," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part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

Dear Russ Pressey:

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude

P-357: Russ Pressey (continued)

COMMENT CONTIUED



Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 471 June 2019

P-358: Christine Douglas

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

Dear Christine Douglas:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-4: West Flow
- · 2-11: FLL Noise Insulation Program
- 3-2: Quality of Life

Page 472 June 2019

P-358: Christine Douglas (continued)

COMMENT CONTIUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 3

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 Christing Dingless lives in Dovis Tales (SN 38 terr)

We how how home trying for a long time to get help with the

Sound from the triplanes. The noise does not stop in middle

95 year all know. If Day's Tales on 35 time Conget sound

reductions Please Please let the other half of Davis Tales

get sound insulation, would suggest Block Rounding and

Neighborhood equitty for sound insulation, or jud use the

North Runway for arriveds and the south for Departures. There

has to be a way to improve the quality of life for the

surrounding neighborhoods. It can't be because of money,

There is always money for the non important things. Please

sprend the wealth Angone is more than welcome to come

and see for functions how it is for us. Don't just book

at data, see for yourself.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 473 June 2019

P-359: Linda & Dick Stoddard

COMMENT RESPONSE

BRCWARD COUNTY F L O R I D A	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
	2. 112 11	0
First and Last Name	ada & Nick Stadas	d
Address 4/0/ S/	W. 74th Junace	
Alantal	ton 33317	
Email Address	dard-linda(a) yaho	O. Con
Meeting Location	mature Frank	
The Broward County Aviation	n Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

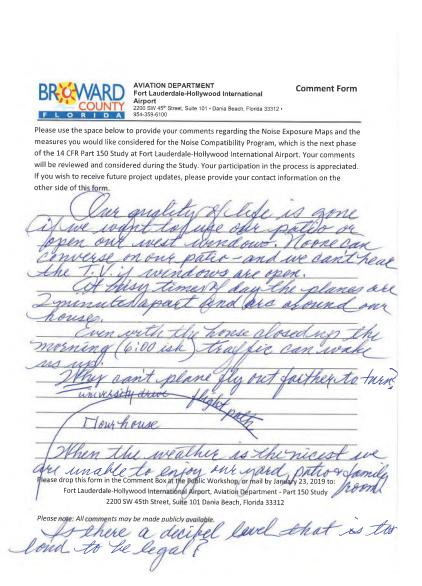
Dear Linda & Dick Stoddard:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10 NCP Recommendations
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

P-359: Linda & Dick Stoddard (continued)

COMMENT CONTIUED



Page 475

P-360: Dan Morrison

COMMENT RESPONSE

BROWARD	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-9100	Comment Form
First and Last Name	AN MORRISON	
Address 2612 /		
Ft. Laverente	F1. 33512	
Email Address MORD	9. DAN PGMAIL Com	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.flipart150.com. Thank you for your interest and participation.

Dear Dan Morrison:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

P-360: Dan Morrison (continued)

COMMENT CONTIUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2000 SWASIN Street Suite 101 - Dania Reach Florida 3

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

See	A HacheD		

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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 Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

(You must include your full name and complete address for your comment to be considered)

Name: DAN	MORRISON				
	MARATHOR	Ft.	Lordok	P.	333/2

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for use the second of the proposed of the propos

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track thouse than earth of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



P-361: Caron McClure

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form		
First and Last Name One	W 11 St.			
Plantation FL 33317				
Email Address	€ 9443 € aol. Can			
Meeting Location	rature Grand			

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.



Dear Caron McClure:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

P-361: Caron McClure (continued)

COMMENT CONTIUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the $measures\ you\ would\ like\ considered\ for\ the\ Noise\ Compatibility\ Program,\ which\ is\ the\ next\ phase$ of 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 drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 479 June 2019

P-362: Frank Tappen

COMMENT RESPONSE



The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear Frank Tappen:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-4: West Flow
- · 2-6: Frequency of Operations

Page 480 June 2019

P-362: Frank Tappen (continued)

COMMENT CONTIUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International

Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

Too MANY	OVER OUR NEIGHBORNOS WHEN
	ROM THE LOES TO FIRPLANES SHOULD
PROCEED A	LONG 595 & TORN NORTH AFTER
THEY HIT	THE EVERGLADES.
,	

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Page 481 June 2019

P-363: David & Sara Nichols

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Name: DAVID + BARA NICHOZÓ
Address: 2637 OKEECHDBRE LN. F. LAUD. 33312.

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections.

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire vear.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear David & Sara Nichols:

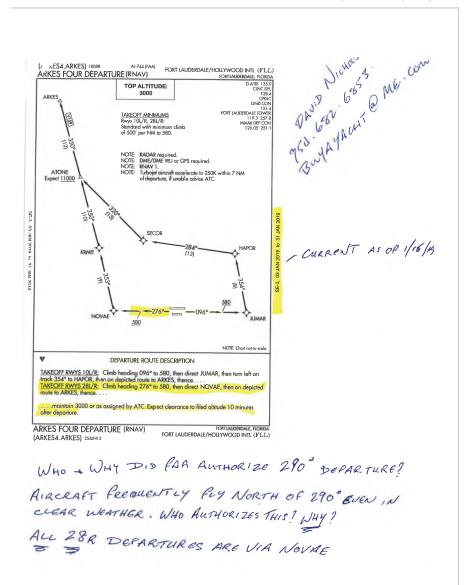
Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 482 June 2019

P-363: David & Sara Nichols (continued)

COMMENT CONTIUED



P-364: Paul Hunt

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)
ne:

PAUL HUNT

ress: 240 & MANATHON LN, 33312

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area re below 65th for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necesary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b)that the 290 heading regularly used for westward departures compounds the noise levels for II.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on "Illpart 150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Paul Hunt:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 484 June 2019

P-365: Jacquline Zumwalt

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered

Name: DACQUELINE ZVMWALT
Address: 2685 KEY LARGO LANG FLANDEDALO FL35517

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Jacquline Zumwalt:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 485

P-366: Adrian Farmer

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered

Name: ADRIAN FARMER
Address: 2721 SW 34 AVE FT LANDUEDANE FR

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that weekward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track change from courth of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAM reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Adrian Farmer:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 486 June 2019

P-367: John Anclerson

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 You must include your full name and complete address for your comment to be considered)

Name: John Anchison Address: 2442 Olinichober Love, Ft. Laubicle b. FL 33312.

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filbart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear John Anclerson:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 487 June 2019

P-368: James L. Patterson

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 ou must include your full name and complete address for your comment to be considered

Name: VAMES L. PATTERSON

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours) be believe that modifications are necessary given a) that wextward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear James L. Patterson:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 488 June 2019

P-369: Jennifer Rutenis

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

(You must include your full name and complete address for your comment to be considered)



I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Jennifer Rutenis:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

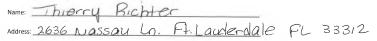
- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 489 June 2019

P-370: Thierry Richter

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)



I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Thierry Richter:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 490 June 2019

P-371: Kraig Johnson

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

(You must include your full name and complete address for your comment to be considered)

Name: TRAIG JOHNSON
Address: 2636 OKEECHOBEE LN, FI LANDERDALE, FL 333312

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 15 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not include in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do no have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Kraig Johnson:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 491 June 2019

P-372: Fred Schmid

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered.)

Name: Fred Schmid
Address: 2831 SW 10 St. Ft. Lauderloss

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours) be believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Fred Schmid:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

June 2019

P-373: Fred Schmid, Jr.

COMMENT RESPONSE



I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL [Day Night Average Sound Level] in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to US.



Dear Fred Schmid, Jr.:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 493 June 2019

P-374: Fred Schmid

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6:900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered) FARS Solari J

Name: Fred Schnid
Address: 1223 SE 13th Terrace, Ft. Lauderdale FL 333/6

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done into ther Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on <u>filoart 150 com</u>. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Fred Schmid:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 494 June 2019

P-375: Fred Schmid

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Name: Fred Schmid
Address: 11 d | Arizona Ave, Fort Landerlate 333/2

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for ur.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fileart 150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to Us.



Dear Fred Schmid:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 495

P-376: Fred Schmid

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered)

Name:	Fred	Schmil	
Address:	350	Florida Ave,	Fort Landerdale FL 333/2

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 650 for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause underarable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us."

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart 150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Fred Schmid:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 496 June 2019

P-377: Fred Schmid

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Name: Fred Schmid Address: 940 Carolina Ave Fort Cander WK

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart 150 cem. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Fred Schmid:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 497 June 2019

P-378: Fred Schmid

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered.)

Name: Fred Schmid
Address: 388 W Payton Circle, Fort Lauderdale FC 33312

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Fred Schmid:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 498 June 2019

P-379: Robert Franks

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Name: RODERS GRANKS Address: 2549 KCY LAGO LAND ST LAGURDALE, FL 337/2

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Robert Franks:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics (Additional Noise Study Should Be Conducted as Part of the Part 150 Study)
- 1-2: Use of the DNL Metric
- 1-3: Noise Monitoring (Noise Measurements should be made and Supplemental noise metrics should be used instead of DNL)
- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 499 June 2019

P-380: Jeannie DeRolf

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

0.

live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FILL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for use the second proposed to the proposed pro

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Jeannie DeRolf:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 500 June 2019

P-381: Doreen Schmid

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered

Name: Doteen Schmid
Address: 1223 SE 13th Ter. Ft. Landerda le Fl 333/6

Llive in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

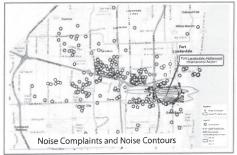
- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary (jie.) at the westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart 150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Doreen Schmid:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 501 June 2019

P-382: Milady Frias

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Name: Milady Frias
Address 8805 W. Survise Blod, Plantation 33322

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

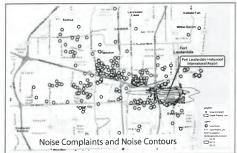
- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Milady Frias:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 502 June 2019

P-383: Ryan Schmid

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM, 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Name:

Address:

ATT SW 27 + Lane, Fort Lander Jale FL 333/L

Llive in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

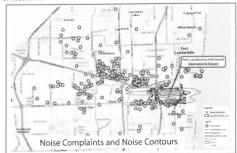
- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of feasonal notioes contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool istandard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on <u>filipart150.com</u>. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Ryan Schmid:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 503 June 2019

P-384: Rahizza Larco

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
You must include your full name and complete address for your comment to be considered.

Name: Kahita Larco Address: 171 SW 17th Ln., Ft. Landondale FL 333/L

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County,

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for use the second proposed to the proposed to t

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Rahizza Larco:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 504 June 2019

P-385: Jose Frias

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered)

Name: Jose Foias
Address: 2401 Bimin Law At. Law sharks 33312

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County,

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading one have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to US.



Dear Jose Frias:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

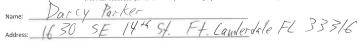
- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 505

P-386: Darcy Parker

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)



I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 1.50 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on "Illpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to US.



Dear Darcy Parker:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 506 June 2019

P-387: Milady Frias

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Name: Mlady Frias Address: 8933 W Survise Blod Platelin 33322

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Milady Frias:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 507 June 2019

P-388: Heather Macintyre

COMMENT RESPONSE

6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Aleather MacIntyre

Aleather Okeechaloeee Lone of Laudendule FL 33310

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

Comment for the Part 150 Public Workshop January 16, 2018

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Heather Macintyre:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 508 June 2019

P-389: Barry Garfeis

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

Name: BARRY GARREUD

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County,

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections.

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that usetward departures which occur for 20% of the year and cau onbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Barry Garfeis:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 509 June 2019

P-390: Anker Pearce

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
flow must include your full name and complete address for your comment to be considered)

Name: Auter Pearce
Address: 2431 Whale Habor Lane FT LAUD 333/2

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause undersable noise in our area are not accurately represented by "annual averaging," and b)that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have nuncceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on floartists com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Anker Pearce:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 510 June 2019

P-391: Khalil Maurice Nasser

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered)

Name: KHALL MANCE NASSER / KMMasser@ychoo.com Address: 2448 NASSAN IN, FORT LANDEDDICE, PL 33312

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 650b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have mancreptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Khalil Maurice Nasser:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 511 June 2019

P-392: Gloria Stauch

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered.)

Name: (FLDR) STAULH
Address: 2543 GUFSTLEAM LOV 33312

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 650b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b)that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Giori Stauch:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 512 June 2019

P-393: Dan & Sophie Morrison

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Hame: Dan + Sophie Morrison

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 650b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it sheen done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for u.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fileart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Dan & Sophie Morrison:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 513 June 2019

P-394: Don Uden

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

Name: 2692 MARAYHON LAME ET LAUNENALE

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 650h for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a chour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We be believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Don Uden:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

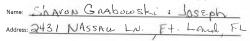
- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 514 June 2019

P-395: Sharon Grabowski

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317



I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 650 for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart 150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Sharon Grabowski:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 515 June 2019

P-396: Richard Potter

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

Name: Tiched Potter & Mais Zelen

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the PAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filoart 150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Richard Potter:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 516 June 2019

P-397: John & Bobbi Bunton

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

Name: Tohn & Bobbi Burton & Bukh Address: 2530 Marathon Lo, Ft. Landerthe

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 656 for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of i-595, the flight track shows them south of i-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear John & Bobbi Bunton:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 517 June 2019

P-398: Holly Ouna Milbe

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

Name: Holly and Muly

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds I ac contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart 150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Holly Ouna Milbe:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 518 June 2019

P-399: Stephanie Houser

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

Name: Stephanie Houser
Address: 2524 Marathan L

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County,

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following oblections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 650b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which owersees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of i-595, the flight track shows them south of i-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Stephanie Houser:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 519 June 2019

P-400: Gina Garcia

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered)

Name: GINA GARCIA

33312

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our rare are below 65th for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on <u>Mpart150.com</u>. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Gina Garcia:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 520 June 2019

P-401: Charles Evans

COMMENT **RESPONSE**

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered.

Charles Evans 2631 Key LARGO CAME FORT LAUDERCOLE, FL 333/2

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous

aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Charles Evans:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 521 June 2019

P-402: Angelina Pluzhnyk Evans

COMMENT **RESPONSE**

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our alea are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise 'evels for us.

3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of 1-595, the flight track shows them south of 1-595. The LE WIS NO INCLUDED I FLOT PROPERTY OF THE CONSULTANT O

have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

Bret Since the contices That hearing wo This graphic superimposes two maps provided on fllpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Angelina Pluzhnyk Evans:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 522 June 2019

P-403: Earl Prizlee

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered

ame: EARL PRIZLERE

Address: 2007 KEY LARGO LANE, FORT LAUDERDAVE, FL

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

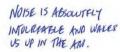
We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current condusions for noise levels in our area.

AND WE WILL ALL BE HAPPY.

This graphic superimposes two maps provided on fileart150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.





Dear Earl Prizlee:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks
- 1-10 NCP Recommendations
- 2-5: Existing/General Noise Complaint
- · 2-7: Early Morning and Nighttime Operations

Page 523 June 2019

P-404: Kimberly McCawley

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 You must include your full name and complete address for your comment to be considered

Name: Kimberly McCawley

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 650b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on "Ilpart150.com." It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Kimberly McCawley:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 524 June 2019

P-405: Lynn Cahoon

COMMENT RESPONSE

From: Richard (Dick) Cahoon bchprop@mac.com & Subject: Airport Noise Comment form to take to meeting Date: January 15, 2019 at 10:29 PM

To: Susan Moustald susantw@yahoo.com

Ce: Lynn Cahoon.* lynncahoon@mac.com

https://difibilizione.nebs/h.cloudiront.net/e0kt/29e0cr2edf802e4chd1b68b75d946f19f0/Comment.form.DRAFT_for_Part_150_Pu_b_Worksh.final.pdf?

Express 1517-670000AS/Innature=Bh89kAWD2F3BHBCNH-bcsDt1mdVWNMwhwFN1SkCo1Vz-c3hDBcozeMmnnCafflaxmpnaYrSY_NoiZvrdutt=FfmrFgutd2xKGknZk1DFDrBszcKcnBG-OWAhooukChh009C0-Zwdve0YOkhdChpallagcky02kt1-B-o8VEHBONlyopCOU_MKey-Pair-ds-APKAIXBZNN3ZZHHSIDQ

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 Fi-40 Davie, Florida 33317
Incomai include yor (of name and complex activate for excomment to be considered)

Name:

Address: Alf County Ff Low-Fyd AC Ff Low-Fyd

aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (DD) kight average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroreous conclusion that the none levels in our area are below 6500 for the entire year.
- 2) As part of this study, we continue to ask the Broward County Avaition Department (BCAD) which oversees the Part ISO study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part ISO studies. We specifically requested and continue to request noise contours just for periods of west words fa contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a lithat westward departures which occur for 20% of the year and cause unbear able noise in our area are not accurately represented by "annual averaging," and bit hat the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCOD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of 1-595, the flight track shows them sould of 1-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the 1AA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on tibart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Lynn Cahoon:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 525

P-406: Illegible

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM. 8:30PM, Signature Grand, 6900 Ft. 84 Davie, Florida 33317
(You must include your full yame and samplete address for your comment to be considered)

Hame:

The father day 1, 25317

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 650b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we excertence.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart 150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Commenter:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology

Page 526 June 2019

P-407: Susan Moustala

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
ou must include your full name and complete address for your comment to be considered.

can Moustole

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area re below 650b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart 150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Susan Moustala:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 527 June 2019

P-408: Illegible

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6:900 FL-84 Davle, Florida 33317
(You must include your full name and complete address for your comment to be considered)

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are <u>not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study cours lines are not even close to us.



Dear Commenter:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 528 June 2019

P-409: Scott McCawley

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317

ome: Scott McCawley
odress: 2466 Cat Cay Ln Ft. Landerdale . Pt. 33312

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL <u>are not accurate</u> and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer
 modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result
 is an erroneous conclusion that the noise levels in our area are below 656b for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contour gus for periods of week winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departures and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary (iven a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Scott McCawley:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 529 June 2019

P-410: Jose Frias

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)



I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

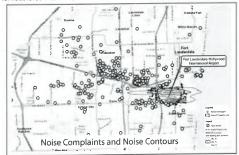
- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Jose Frias:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 530 June 2019

P-411: Milady Frias

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered,

Name: Milady FRIAS
Address: 9331 NW 10 - Covet, Plantation FL 33322

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County,

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done inther Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart 150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Milady Frias:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 531 June 2019

P-412: Jose Frias

COMMENT RESPONSE



I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

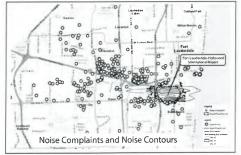
- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filmart 150 com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Jose Frias:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 532 June 2019

P-413: Kathy Adams Frias

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
for must include your full name and complete address for your comment to be considered.

Name: Kathy ADAMS Frigs.

Address: 1878 NW 94 Ave, Plantator Fl. 33322

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on "Ilpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Kathy Adams Frias:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 533 June 2019

P-414: Roger Haberkorn

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must spike your full name and complete address for your comment to be considered)

Name: Loger Haberton
Address: 592/ See 16th Court Hantation H.33317

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65d for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAX reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on <u>Hilpart 150.com</u>. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Roger Haberkorn:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 534 June 2019

P-415: Francis Atwill

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 Ft-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

FRANCIS

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on "flbart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Francis Atwill:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 535 June 2019

P-416: Gitty Malo

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018 6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317 (You must include your full name and complete address for your comment to be considered)

ne: City Malo ress: 4540 SW 23 tellace Dania Fl 33312

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County,

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging," and b) that the 290 heading regularly used for westward departures recognised the noise levels for use.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filipart 150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Gitty Malo:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 536 June 2019

P-417: Audrey J. Edwards

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include) your full name and complete address for your comment to be considered)

Name: That of a camor as

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County,

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections.

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on filpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Audrey J. Edwards:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 537 June 2019

P-418: Richard V. Thompson

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM - 8:30PM, Signature Grand, 6900 FL-84 Davie, Florida 33317
(You must include your full name and complete address for your comment to be considered)

Name: RICHARD V THOMPSON

Address: 2637 SUGARLOAF LANE, FORT LAUDERDALE 33312

live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County, and have いん have いっと かっと まちりにより !

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- 1) We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tool standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b) that the 290 heading regularly used for westward departures compounds the noise levels for us.

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of 1-595, the flight track shows them south of 1-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on flipart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to us.



Dear Richard V. Thompson:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 538 June 2019

P-419: Calvin Pinkerton

COMMENT **RESPONSE**

AVIATION DEPARTMENT Fort Lauderdale-Hollywood International **Comment Form**

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

When Planes are departing Westbound, I strongly request that a "Quite EPR" takeoff procedure be used. I also request that no turn outs be allowed until the aircraft reach at least Flamingo Rd.

Arrivals from an eastbound direction should be required to be on Final when they cross Flamingo Rd.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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

Dear Calvin Pinkerton:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comments.

1-10: NCP Recommendations

Page 539 June 2019

P-419: Calvin Pinkerton (continued)

COMMENT CONTINUED

AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 200 SW 45 th Street, Suite 101 - Dania Beach, Florida 33312 - 954-359-6100
First and Last Name Colvin Pinkerton
Address 1800 SW 67 Ave
Plantation FL 33317
Email Address Capinker Oballsouth.net
Meeting Location Signature Grand Davie FL
The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

P-420: Michael Straoland

COMMENT RESPONSE

Comment for the Part 150 Public Workshop January 16, 2018
6:00PM-3:30PM, Signature Grand, 6:900 Ft-34 Davie, Roide 3:3317
(You must include your full name and complete editions for your comment to be considered.

Name: Michael Stride, 164

Address: 2673 MARATHON LIN,

I live in the Lauderdale Isles/ southwest Fort Lauderdale/ southeast Plantation area of Broward County.

The Noise Exposure Maps developed for the Part 150 Airport Noise Study for FLL are not accurate and do not depict the horrendous aircraft noise levels we experience during westward departures on the North Runway during winds from the west. They are misleading reviewers and we have the following objections:

- We object to the exclusive use of the method of "annual averaging" the DNL (Day Night Average Sound Level) in the computer modeling of the Part 150 process while ignoring additional methods allowed by the FAA and requested by residents. The result is an erroneous conclusion that the noise levels in our area are below 65db for the entire year.
- 2) As part of this study, we continue to ask the Broward County Aviation Department (BCAD) which oversees the Part 150 study and the consultants performing it, to request the development of seasonal noise contours, as it has been done in other Part 150 studies. We specifically requested and continue to request noise contours just for periods of west winds (a contour map showing departures to the west and another for arrivals from the west), in order to accurately show the unacceptable aircraft noise levels we experience.

We object to the report's findings (Section 4.5.3), where it states that no modifications to the Aviation Environmental Design Tools standard departure and arrival profiles are necessary (i.e. only using annual average contours). We believe that modifications are necessary given a) that westward departures which occur for 20% of the year and cause unbearable noise in our area are not accurately represented by "annual averaging, "and b)that the 290 heading regularly used for westward departures compounds the noise levels for us."

- 3) We object to the fact that the noise contours are based on computer modeling that uses flight track data with no information regarding the resolution and accuracy of such flight tracks. This issue has been brought to the attention of BCAD and the study consultant to no avail. We have repeatedly shown that when planes fly over our neighborhood north of I-595, the flight track shows them south of I-595.
- 4) We object to the fact that real-world data from the Remote Monitoring Terminals that exist around the airport are not included in the Study and are not used to verify the noise levels depicted by the computer modeling.

Our area files more noise complaints with BCAD than all other areas in Broward County combined, yet the study indicates we do not have unacceptable noise levels. We therefore question the accuracy of this Part 150 study and request that Broward County officials and the FAA reject current conclusions for noise levels in our area.

This graphic superimposes two maps provided on fillpart150.com. It plainly shows that despite the fact that the majority of noise complaints are generated from our area, the Study contour lines are not even close to



Dear Michael Straoland:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements rather than DNL/Modeling
- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-5: AEDT/Noise Methodology
- 1-6: Flight Tracks

Page 541 June 2019

P-421: Carole & Jonathan Harvey

COMMENT **RESPONSE**



Fort Lauderdale-Hollywood International

Comment Form

2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100 Please use the space below to provide your comments regarding the Noise Exposure Maps and the

measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

these is any Rell Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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

Dear Carole & Jonathan Harvey:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-6: Flight Tracks
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-11: FLL Noise Insulation Program
- 3-4: Fuel Residue/Soot
- 3-5: Vibration

P-421: Carole & Jonathan Harvey (continued)

COMMENT CONTINUED

AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2001 SW 45th Street, Suite 101 • Danie Beach, Florida 33312 • 994-309-9100	Comment Form
First and Last Name CARULE M. HARVEY & JUNGTHEN	E. HARVEY
Address 4418 S.W. 37 ave	
4. Landedal, 41. 33312	
mail Address	
Meeting Location Signature GRAND,	
The Broward County Aviation Department (BCAD) began a study to improve	the compatibility of
ort Lauderdale Hollywood International Airport (FLL) with the surrounding c	
study, a "Part 150 Study," will follow the process outlined in Title 14 of the Co	
Regulations (CFR) Part 150, Airport Noise Compatibility Planning. At key point	ts during the project,

newsletters will provide updates on study progress. BCAD encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

P-422: D. Loleski

COMMENT RESPONSE



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

Airport 2200 SW 45° Street, Suite 101 • Dania Beach, Florida 33312 •

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

RE OPEN S	CALES	ASSIS	TANCE	
PROGRAM I	FOR A	PFECTE	ED	
PROPERTIES	in	THE	65+1	BL
CONTOUR ZONE				
UNFIT FOR	24/7	RESID	ENTIA	2
LIVING, ACCO				
AIR CRAFT NO	DISE 'E	VIDEL	ints.	
				18
				5
				3 3
				A
			7.3	787
Please drop this form in the Comment Bo				o: 3
Fort Lauderdale-Hollywood Inter	national Airport, Av	riation Departmen	t - Part 150 Study	

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

Please note: All comments may be made publicly available.

Dear D. Loleski:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

P-422: D. Loleski (continued)

COMMENT CONTINUED

AVIATION DEPARTMENT Fort Lauderdale-Hollywood Ir Airport 2008 745 Street, Suite 101 - Dania 954-359-6100	
First and Last Name D. LOCESK 1 Address 4561 SW 2511	AVE
Address	33312
Meeting Location Signature Grava	/

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

P-423: John Boston

COMMENT RESPONSE

John Boston 2208 Anchor Dr (aka SE 20th Street) Fort Lauderdale, FL 33316

January 18, 2019

Broward County Aviation Department Re: Comments on Part 150 Noise Compatibility Planning Study

Harbour Inlet along with Harbor Beach make up the Southeastern end of the barrier island, bounded by the Intracoastal Waterway, Port Everglades inlet, and the Atlantic Ocean.

This is a family-oriented enclave of well-maintained single family homes along with several high-rise and mid-rise condominiums at the beach. Both St. Sebastian Catholic Church and the Church by the Sea are located in the neighborhood.

The vast majority (~80%) of departures / takeoffs from FLL are to the East. Unfortunately for our neighborhood, most of the large commercial jets turn Northerly almost immediately after they become airborne, typically taking them just South of or directly over our neighborhood. The noise from these engines in take-off mode is almost continuous at times.

The directed red lines on the following graphic depict the typical East-bound flight path



Dear John Boston:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-9: Part 150 Regulations / FAA Guidance
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-3: East Flow
- 2-5: Existing / General Noise Complaint
- 2-6: Frequency of Operations
- 3-2: Quality of Life
- 3-3: Impact on Property Values

Page 546 June 2019

P-423: John Boston (continued)

COMMENT CONTINUED

The situation is diminishing our quality of life and likely having a significant negative impact on property values.

We believe there are reasonable alternatives to the early turns to the North.

If the planes were to delay their turn northerly, the departure flight path would take them a short distance over industrial areas and Vod D. Mizell and Eula Johnson State Park to the Atlantic Ocean. Once over the Atlantic they could make their turn toward the North.

We further believe that the DNL noise modeling results presented at the workshop do not adequately distinguish the noise contours for periods of East-bound departures from periods of West-bound departures. Averaging the two does not accurately or fairly represent the conditions experienced by our neighborhood during periods of East-bound departures.

Jahn Beets

We kindly request your attention to addressing our concerns.

Page 547

P-424: Kevin Young

COMMENT RESPONSE

Kevin Young 2208 Anchor Dr (aka SE 20th Street) Fort Lauderdale, FL 33316

January 18, 2019

Broward County Aviation Department
Re: Comments on Part 150 Noise Compatibility Planning Study

Harbour Inlet along with Harbor Beach make up the Southeastern end of the barrier island, bounded by the Intracoastal Waterway, Port Everglades inlet, and the Atlantic Ocean.

This is a family-oriented enclave of well-maintained single family homes along with several high-rise and mid-rise condominiums at the beach. Both St. Sebastian Catholic Church and the Church by the Sea are located in the neighborhood.

The vast majority (~80%) of departures / takeoffs from FLL are to the East. Unfortunately for our neighborhood, most of the large commercial jets turn Northerly almost immediately after they become airborne, typically taking them just South of or directly over our neighborhood. The noise from these engines in take-off mode is almost continuous at times.

The directed red lines on the following graphic depict the typical East-bound flight path



Dear Kevin Young:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-9: Part 150 Regulations / FAA Guidance
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-3: East Flow
- 2-5: Existing / General Noise Complaint
- 2-6: Frequency of Operations
- 3-2: Quality of Life
- 3-3: Impact on Property Values

Page 548 June 2019

P-424: Kevin Young (continued)

COMMENT CONTINUED

The situation is diminishing our quality of life and likely having a significant negative impact on property values.

We believe there are reasonable alternatives to the early turns to the North.

If the planes were to delay their turn northerly, the departure flight path would take them a short distance over industrial areas and Vod D. Mizell and Eula Johnson State Park to the Atlantic Ocean. Once over the Atlantic they could make their turn toward the North.

We further believe that the DNL noise modeling results presented at the workshop do not adequately distinguish the noise contours for periods of East-bound departures from periods of West-bound departures. Averaging the two does not accurately or fairly represent the conditions experienced by our neighborhood during periods of East-bound departures.

We kindly request your attention to addressing our concerns.



P-425: Mr. & Mrs. Hall

COMMENT RESPONSE

January 20th,2019 1909 Admirals Way Fort Lauderdale, FL 33316

Attention: Fort Lauderdale Airport Department:

My husband and I are residents of Harbour Inlet and are members of the Harbour Inlet Association. Harbour Inlet is a residential community on the SE part of the barrier island.

We have several concerns regarding the documentation we received at the recent planning session which we attended at the Signature Grand on Wednesday evening.

First of all, regarding complaints about the flight paths of the aircraft. It is our understanding that aircraft are exempt from state and local law and that they are only subject to Federal law. This already places three levels of jurisdiction above residents and their concerns as I understand it.

There were 11 permanent noise monitoring locations established. Two of these were located in Davie, four in Dania Beach, four in SW Fort Lauderdale and one in Hollywood. We don't feel that this would give an adequate picture of aircraft and aircraft noise in SE Fort Lauderdale.

The problem is virtually the same for SW Fort Lauderdale as it is in for SE Fort Lauderdale. Outgoing flights do not reman on their runway heading as long as they should. They turn north far too early and since they do, there is extreme noise in many residential neighborhoods. Not only is this noise unacceptable, but the number of flights has been increasing and is predicted to increase further by 2023.

We need to resolve this situation. Obviously, the FAA must be involved. If we are not given satisfaction, then I believe we must take the same action as Phoenix, Arizona took when they were not satisfied. They sued the FAA. I believe there is enough support here in Fort Lauderdale to do the same. I understand form Ben Sorenson that we, Fort Lauderdale, have hired the same consulting firm that Phoenix hired when they were having problems with the FAA.

This project requires much oversight from the community as well as from local government. We hope we will get it. It is really our only hope.

Dr. and Mrs. Michael H. Hall 202-549-4435 Dear Mr. & Mrs. Hall:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-6: Flight Tracks
- 1-9: Part 150 Regulations/FAA Guidelines
- 2-2 Departures
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

P-426: Mary Skroch

AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International Airport
Airport
Sept. Suret. Suite 101 - Danis Beach, Florda 33312
First and Last Name

Mary Skrott

Address
Substantia Fl. 33317

Email Address
Flantatia Fl. 33317

Email Address
Flagal 91 a Gol. Cow

Meeting Location
Signature Grand

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at www.fllpart150.com. Thank you for your interest and participation.

COMMENT RESPONSE

Dear Mary Skroch:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-7: Part 150 Regulations/FAA Guidelines
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

In addition to the information referenced above, the following discussion addresses your comment.

Safety

The mission of the FAA is to provide the safest, most efficient airspace system in the world. The role of the FAA Airports organization in meeting this goal is to provide leadership in planning, and developing a safe and efficient national airport system to satisfy the needs of aviation interests.

Flight tracks are designed for airspace and airport safety and efficiency, and aircraft must follow these tracks in order to operate and land safely. The airspace surrounding FLL is structured so that arriving aircraft can be safely and efficiently transitioned from the en route environment to the approach control environment and eventually to the airfield. Likewise, the airspace is structured so that departing aircraft can transition from the airfield to the terminal environment and ultimately to the en route environment. Standard Terminal Arrival Routes (STARs) and Departure Procedures (DPs) simplify and expedite safe arrival and departure procedures in airspace. Aircraft flying in and out of FLL follow these routes to ensure the safest transition to and from FLL.

P-426: Mary Skroch (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Comment Form

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 1 1 1
The rouse exposure maps to not truly
indicate the average noise head
when the plan they over it is as loud you can not speak to some one outside
us. Ban not speak to some one outside
die act and the t
Olfon cart average that
Planes should be following the
595 - 84 coepider at last until
Uneversity Dail as they have Done
en the past
Sast verauso they are more powerful
Sast because they are more powerful
and can Read altitudo Socher-
they shouldn't turn quicker -
They make much more noice when
acceleration and my ing to turn at
the said of
we have a safety essere also weth
of have a safety while also would
8hools - Tropical Elementary-Seminalo middle
Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 to:
Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study

Please note: All comments may be made publicly available.

thanky amay asked

3

P-427: Prabhuling Patel

COMMENT RESPONSE

January 18, 2019

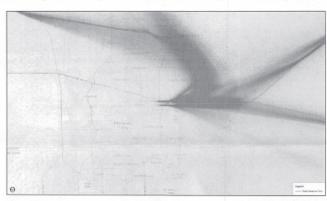
Broward County Aviation Department
Re: Comments on Part 150 Noise Compatibility Planning Study

Harbour Inlet along with Harbor Beach make up the Southeastern end of the barrier island, bounded by the Intracoastal Waterway, Port Everglades inlet, and the Atlantic Ocean.

This is a family-oriented enclave of well-maintained single family homes along with several high-rise and mid-rise condominiums at the beach. Both St. Sebastian Catholic Church and the Church by the Sea are located in the neighborhood.

The vast majority (~80%) of departures / takeoffs from FLL are to the East. Unfortunately for our neighborhood, most of the large commercial jets turn Northerly almost immediately after they become airborne, typically taking them just South of or directly over our neighborhood. The noise from these engines in take-off mode is almost continuous at times.

The shading on the following NEM Report graphic depicts the typical East-bound flight path:



During the Part 150 Airport Noise Study there were 11 permanent noise monitoring locations established. Two of these were located in Davie, four in Dania Beach, four in SW Fort Lauderdale and one in Hollywood. We don't feel that this would give an adequate picture of aircraft and aircraft noise in SE Fort Lauderdale.

Dear Prabhuling Patel:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-9: Part 150 Regulations / FAA Guidance
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-3: East Flow
- · 2-5: Existing / General Noise Complaint
- 2-6: Frequency of Operations
- 3-2: Quality of Life
- 3-3: Impact on Property Values

Page 553

P-427: Prabhuling Patel (continued)

COMMENT CONTINUED

The situation is diminishing our quality of life and likely having a significant negative impact on property values.

I believe there are reasonable alternatives to the early turns to the North.

If the planes were to delay their turn northerly, the departure flight path would take them a short distance over industrial areas and Vod D. Mizell and Eula Johnson State Park to the Atlantic Ocean. Once over the Atlantic they could make their turn toward the North.

I further believe that the DNL noise modeling results presented at the workshop do not adequately distinguish the noise contours for periods of East-bound departures from periods of West-bound departures. Averaging the two does not accurately or fairly represent the conditions experienced by our neighborhood during periods of East-bound departures.

I kindly request your attention to addressing our concerns.

Prabhuling Patel (Harbour Inlet Resident)

1997 Admirals Way Fort Lauderdale, FL 33316

720-219-9577

P-428: Troy Thomassen

COMMENT RESPONSE



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

2200 SW 45th Street, Suite 101 • Denia Beach, Florida 33312 • 954-359-6100

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

- Stop Night Fleghts From 10pm TAM
= Use South /V1 way ap/ 4 as
over flow for North Punyay.
- Mondorte Coast in landings
Fran righer ATTITUES
- Mondate No Power up landings
- Mondate No Power up landings
West side of Auport to
provide sound ballyel to
power up take offs to
the reast
- Build Longeate Sound ballier
while building New Negrla
Inway and extend to
milude tull Western Side,
at lynways to protect residential
aleas from power up flow take offs.

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Dear Troy Thomassen:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

1-10: NCP Recommendations

P-428: Troy Thomassen (continued)

COMMENT CONTINUED

AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45° Street. Suite 101 • Dania Beach, Florida 33312 • 894-338-6100	Comment Form
First and Last Name Toy Thomasse	
Address 4711 Sw 34th DI, ve	
Maria Reach, FL, 333	17
Email Address Toov Thomassen@	Genail . con
Meeting Location Signeture Grand	Hete!
The Broward County Aviation Department (BCAD) began a study to improve	the compatibility of
Fort Lauderdale Hollywood International Airport (FLL) with the surrounding	
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 point	nts during the project,
newsletters will provide updates on study progress. BCAD encourages all int	terested parties to
monitor the project website for the latest study information and announcer	ments at
was fileart150 com. Thank you for your interest and participation	

P-429: John Skroch

COMMENT RESPONSE

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45° Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100	Comment Form
	ohn Skroch	
Address 5961	SW 1844 St. 1:02, FC 33317	
Email Address j oh	n @ m.se 84.com	
Meeting Location	guéffere Grand	

The Broward County Aviation Department (BCAD) 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 encourages all interested parties to monitor the project website for the latest study information and announcements at

www.fllpart150.com. Thank you for your interest and participation.

Dear John Skroch:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-9: Part 150 Regulations/FAA Guidelines
- 2-5: Existing/General Noise Complaint

P-429: John Skroch (continued)

COMMENT CONTINUED



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

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

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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.

The noise	exposure	muos	are c	rue/
Joke, The it would be	way the	noise	is as	eraged
it would be	impossib	4 to k	xceed	the
limits.	7-2			
It is tim	ne to d	a some	thing	
Dolitically as	inst t	ellingu	sthat	- the
noice Is no	f a some	5km w	ill .	£
work.	pors			
	-			

Please drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

P-430: Gary Luedtke

COMMENT RESPONSE

6-19

FLL's 2017-19 FAA Part 150 Noise Compatibility Program
Possible Changes to arrival & departure procedures to reduce noise
"by routing flights over less-populated areas"

d. Accomplish the second of the two airport objectives of the 2013 runway expansion project. "enhance safety margins by separating landings & takeoffs on different runways"

Assign all landings to the 10L Main, & all takeoffs from the 10R South, runway in both usual (~88%) eastern, & (~12%) western operational modes. (if the enabling taxiway reconfiguring didn't get completed with the runway project, now's the time; add it to this year's 10L-reconstruction/crosswind-runway relocation project)

- Assign the 10L Main, all western usage: the normal (~88%) arrivals; & in (~12%) western mode, all the departures.
 " 10R South, all eastern usage: the normal departures & all arrivals in western mode.
- co Prohibit, except for maintenance or emergencies, western arrivals to 10R. Continue its usage, as now, for arrivals from the east, & departures to either direction.
- cd Return to the Interlocal Agreement's Phase 1... "land only to the west, & depart only to the east" on 10R.
- cd Return to Tower Order 8400.9a "Runway 9L (now 10L) is the preferred runway" Preferred defined as: used exclusively till it reaches capacity. Capacity being two arrivals/minute.
- do CLOSE the south runway 9pm to 9am, meaning RUNWAY LIGHTS OUT overnights; like it was by Tower Order 8400.9a from 98 to '13 from 10p to 7 am. (when the predominant FLL arrivals separations are two minutes,

the 90 minutes before the night-time, & three hours after the morning's existing, often ignored, voluntary closure times both averaged four-minute separations on 1/15/19). Comfortable, to alleviate FLL's most disrupting effects)

- · when FLL requests airlines avoid the south runway night-times for noise abatement
 - when the runway's landing-glideslope indicates 400' over Noise Monitor 3 & its surrounding 848 homes when 85 dB causes ear damage

Regardless if FAA MIA ATCT vectors improperly, & FLL's Controllers don't sidestep that error, the pilots are always the final-choice deciders... apply airlines financial penalties for disregarding noise guidelines.

landing to 10R between 9 pm & 9 am altitude under 350' @ Monitor 3 (where one's on-record @ 110')

over 95 dB SEL

At 55/home per violation, the accumulation to be distributed annually equally, to homes in 2018's 65 DNL.

At least some responsibility would be determined, with some restitution to the victims.

Dear Gary Luedtke:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comments.

1-10: NCP Recommendations

Page 559 June 2019

P-430: Gary Luedtke (continued)

COMMENT CONTINUED

COMMENT CONTINUED

09/12/95

-2-

INTERLOCAL AGREEMENT

Between

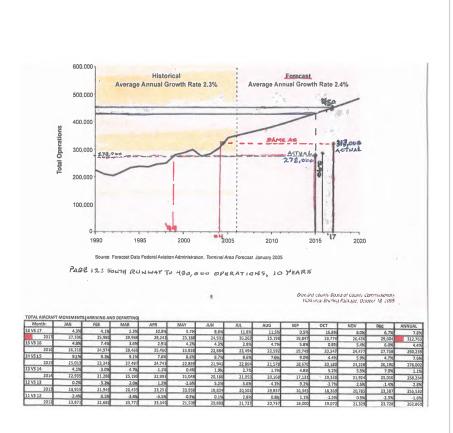
BROWARD COUNTY

and

CITY OF DANIA

3. COUNTY agrees to:

- A. Amend the Broward County Land Use Plan and Comprehensive Plan to become consistent with the Airport Master Plan, to the extent the Comprehensive and Broward County Land Use Plans address the matters addressed by the Airport Master Plan Update;
- B. Restrict the use of proposed $\frac{\text{runway } 9R/27L}{\text{sollows}}$ as follows:
- (1) At all times during phases 1, 2 and 3 of operation, proposed runway 9R/27L shall be used only during the hours of 7:00 a.m to 10:00 p.m. and only by Stage III aircraft. However, proposed runway 9R/27L may be used at any time in the event of an emergency or the closure of runway 9L/27R as hereinafter provided.
- (2) At the start-up of operation of the proposed runway 9R/27L, aircraft exceeding 58,000 lbs. will land only to the west and depart only to the east. However, proposed runway 9R/27L may be used unrestrained at any time in the event of an emergency or the closure of runway 9L/27R as hereinafter provided. This level of use shall be referred to herein as "Phase 1."



P-430: Gary Luedtke (continued)

COMMENT CONTINUED

COMMENT CONTINUED



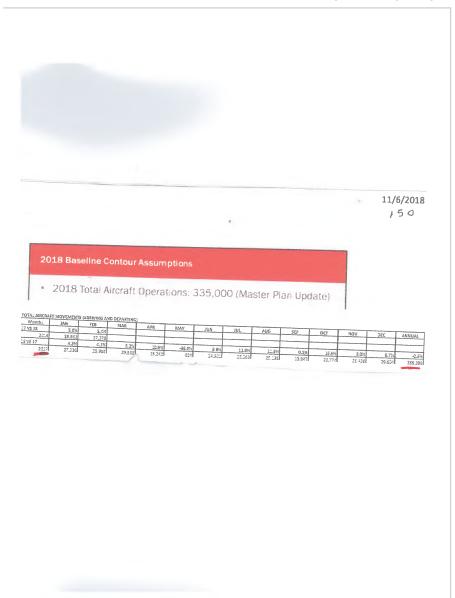
FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL) INFORMAL RUNWAY USE PROGRAM

Tower Order FLL 8400.9a March 15, 1998

APPLICATION: Informal Runway Use Program - an approved runway use program which does not require a Letter of Understanding and participation in the program is voluntary for aircraft operators/pilots.

1. RUNWAY USE PROCEDURES:

- a) The Fort Lauderdale Hollywood International Airport Informal Runway
 Use Program applies to all turbojet aircraft regardless of weight
- b) Runway 9L is the preferred runway, and is the calm wind runway.
- c) All turbojet arrivals and departures will use Runway 9L/27R.
- d) Arrival and departure procedures:
 - Departures 9L, 9R, 27R, 27L: Remain on runway heading until 3,000 feet or three (3) miles.
 - Departures 13: Turn left heading 090 degrees as soon as practical; maintain 090 degrees until reaching 3,000 feet or three (3) miles
 - Departures 31: Turn left heading 270 degrees as soon as practical; maintain 270 degrees until reaching 3,000 feet or three (3) miles.
- e) Runway 9R/27L is closed from 2200 -0700 local for noise abatement.



Page 561 June 2019

P-431: Herb Ressing

COMMENT **RESPONSE**



AVIATION DEPARTMENT Fort Lauderdale-Hollywood Internationa 2200 SW 45° Street, Suite 101 • Dania Beach, Florida 33312 •

Comment Form

Please use the space below to provide your comments regarding the Noise Exposure Maps and the measures you would like considered for the Noise Compatibility Program, which is the next phase of 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 drop this form in the Comment Box at the Public Workshop, or mail by January 23, 2019 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.

Dear Herb Ressing:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations

P-431: Herb Ressing (continued)

COMMENT CONTINUED

BROWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 - Dania Beach, Florida 33312 - 964-399-6100	Comment Form
First and Last Name (Derbeit Ressing	
Address 2430	lortuges Lane	
ET. Lace	derdale El. 333	312
Email Address	Ressing les gale	. Net
Meeting Location Sc	Instance Strand S	T. Rd 84
	Ganuary	16,2019
	n Department (BCAD) began a study to improve	the second secon
	nternational Airport (FLL) with the surrounding	
study, a "Part 150 Study," wi	II follow the process outlined in Title 14 of the 0	Code of Federal
Regulations (CFR) Part 150, A	Airport Noise Compatibility Planning. At key poir	nts during the project,
newsletters will provide upd	ates on study progress. BCAD encourages all int	erested parties to
monitor the project website	for the latest study information and announcer	nents at
www.fllpart150.com. Thank	you for your interest and participation.	

P-432: Fiona McClusky

COMMENT RESPONSE

FLL part 150 Noise Complaint

Caller: (954) 931-4820

Extension: 798 - FLL Airport Public Workshop

Grasshopper #: (800) 974-2703

Timestamp: 2/3/2019 9:59:07 AM (UTC-05:00) Eastern Time (US & Canada)

Read Your Voicemail

"My name is Fiona McClusky. I am a resident at arrowhead golf and tennis which is on State Road 84 just above University Drive. I'm calling because with the change of your flight your airplanes are taking off over my home and I can no longer sit on my patio and listen to my TV with the windows open because of the noise and I think that's a real problem because every resident in my area and I think the airport needs to do something about it. Again my name is Fiona McClusky. The number you call me back at 954-931-4820 excuse me again 954-931-4820. Thank you."

Dear Fiona McClusky:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations

P-433: Matthew Silverstein

COMMENT RESPONSE

Complaint ID: 168199

Phone/ID: 8082301996 Name: Matthew Silverstein Street Address: 9630 NW 17th St City/State: Plantation, FL Zip: 33322

Zip: 33322 County: Broward

Date/Time Received: Feb 07 2019 15:26 Filing Method: BCAD Airport Mo

Airport: Ft. Lauderdale-Hollywood Intl Complaint Types: Too Loud & Low

Im writing to specifically address the noise generated by arrival aircraft turned from downwind to base for runways 10L and 10R. I'm a pilot for an airline at FLL and I would like to work with the noise abatement team to proactively help reduce aircraft noise in my neighborhood as well as others. I'm intimately aware of why some areas are plagued with noise and have a plan to help combat this. I know FLL will be going single runway soon, and this will change things, but I'm in a unique opportunity to give feedback.

Right now a major noise problem happens when ATC gives aircraft clearance to descend to 2000 and turn left from downwind to base. Most aircraft are too high and must deploy speed brakes to get down to the altitude in time or risk being unstable and aborting the whole approach. Two undesirable outcomes of this are the noise the speed brakes produce, mainly on the Airbus, and how low some aircraft get so far from the airport. I have personally seen heavy jet(767, 777) aircraft fly over my house at 2000, which is more than 5 miles arc distance from the 10L final approach fix.

Also you may be familiar with the steps Jetblue has taken steps to install hush kits on their Airbus to reduce the whistling noise the Airbus makes. That noise is unique to the arrival phase and validates my community's concern about the noise generated on arrival.

I would love to have active corespondence with your team and look forward to your response Thank you.

Dear Matthew Silverstein:

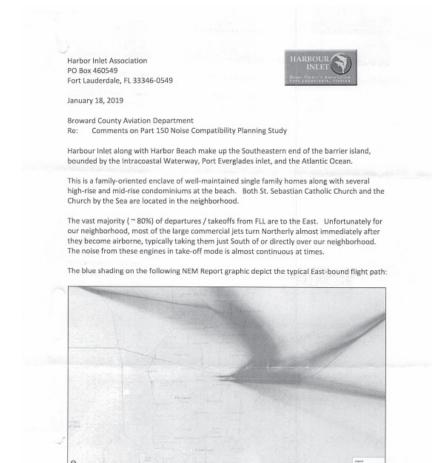
Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint

Page 565

P-434: Joanne Robinson

COMMENT RESPONSE



Dear Joanne Robinson:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-9: Part 150 Regulations / FAA Guidance
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-3: East Flow
- · 2-5: Existing / General Noise Complaint
- 2-6: Frequency of Operations
- 3-2: Quality of Life
- 3-3: Impact on Property Values

Page 566 June 2019

P-434: Joanne Robinson (continued)

COMMENT CONTINUED

During the Part 150 Airport Noise Study there were 11 permanent noise monitoring locations established. Two of these were located in Davie, four in Dania Beach, four in SW Fort Lauderdale and one in Hollywood. We don't feel that this would give an adequate picture of aircraft and aircraft noise in SE Fort Lauderdale.

The situation is diminishing our quality of life and likely having a significant negative impact on property values.

We believe there are reasonable alternatives to the early turns to the North.

If the planes were to delay their turn northerly, the departure flight path would take them a short distance over industrial areas and Vod D. Mizell and Eula Johnson State Park to the Atlantic Ocean. Once over the Atlantic they could make their turn toward the North.

We further believe that the DNL noise modeling results presented at the workshop do not adequately distinguish the noise contours for periods of East-bound departures from periods of West-bound departures. Averaging the two does not accurately or fairly represent the conditions experienced by our neighborhood during periods of East-bound departures.

We kindly request your attention to addressing our concerns.

Joanne Robinson, President Board of Directors

Harbour Inlet Association

June 2019

P-435: Joanne Korvick

COMMENT RESPONSE

Page 2 1 Thereupon the following proceedings were had: 2 MS. KORVICK: Joanne Korvick. 2407 3 Gulfstream Lane, Fort Lauderdale, 33312. I would like you to put down that I would like the airplanes to stay on the runway headings 6 until they get to the Everglades before they make their turns. I live in Lauderdale Isles along the river. And if you're at the river when the planes take off you cannot hear a person standing 10 next to you speak. 11 I would also like -- I know they can't demand 12 this, but I would also like them to negotiate 13 with, I believe it's Fed-Ex who takes off with 14 their jumbo plane at 6:00 in the morning, and see 15 if they can get it to take off later in the day 16 because it shakes the whole house when they take 17 off and we can hear their engines rumbling before 18 they even leave the runway, it's such a big 19 plane. And then once it gets airborne it's so 20 loud you cannot sleep through it. 21 That's it. 22 MR. TAYLOR: Conrad H. Taylor, middle initial 23 H. 3135 Southwest 50th Street, Dania beach. 24 We learned about the runway situation from 25 watching everybody get amped up on free meals and

United Reporting, Inc. (954) 525-2221

lectronically signed by Timothy Bass (401-234-994-0925)

0d78484b-2dec-4853-b8e9-a8d59e97254

Dear Joanne Korvick:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- · 2-5: Existing / General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 3-5: Vibration

Page 568 June 2019

P-436: Conrad H. Taylor

COMMENT RESPONSE

Page 2 1 Thereupon the following proceedings were had: 2 MS. KORVICK: Joanne Korvick. 2407 3 Gulfstream Lane, Fort Lauderdale, 33312. I would like you to put down that I would like the airplanes to stay on the runway headings 6 until they get to the Everglades before they make their turns. I live in Lauderdale Isles along the river. And if you're at the river when the planes take off you cannot hear a person standing 10 next to you speak. 11 I would also like -- I know they can't demand 12 this, but I would also like them to negotiate 13 with, I believe it's Fed-Ex who takes off with 14 their jumbo plane at 6:00 in the morning, and see 15 if they can get it to take off later in the day 16 because it shakes the whole house when they take 17 off and we can hear their engines rumbling before 18 they even leave the runway, it's such a big 19 plane. And then once it gets airborne it's so 20 loud you cannot sleep through it. 21 That's it. 22 MR. TAYLOR: Conrad H. Taylor, middle initial 23 H. 3135 Southwest 50th Street, Dania beach. 24 We learned about the runway situation from 25 watching everybody get amped up on free meals and

United Reporting, Inc. (954) 525-2221

lectronically signed by Timothy Bass (401-234-994-0925)

0d78484b-2dec-4853-b8e9-a8d59e97254

Dear Conrad H. Taylor:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 2-5: Existing / General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 3-3: Impact on Property Values
- 3-5: Vibration

Page 569 June 2019

3

6

10

11

12

13

14

15

16

17

18

19

20

21

22

2.3

24

25

P-436: Conrad H. Taylor (continued)

COMMENT CONTINUED COMMENT CONTINUED

Page 3 t-shirts from Tamarac saying we need a bigger runway as long as they didn't change the flight path or didn't change our noise levels too badly. Now that they've changed the flight path directly over Griffin Road you can't sleep at night and during the day it rattles everything. Talking to people over at the Broward Sheriff's Office, the Bomb Squad and the Medical Examiner's Office, the noise level is higher than it has ever been. You can't sleep at night. Planes coming over come directly over us, we can see their runway landing gear dropping down. We've called them many times trying to log in on the flights and all the noise. We're not set for noise litigation until 2020. And now showing that this study is now going to affect us in 2023, I'm gonna lose 50 to \$80,000 on my house because of the noise level and all the people in Tamarac want a bigger airport. We're suffering because no commissioner lives in my area now. And the only ones that have been on the Dania Beach Commission understand the noise level is too damn much, and we got excluded from the noise mitigation meeting from the county commissioners. It would be nice if somebody included us in. But now that they

United Reporting, Inc. (954) 525-2221

lectronically signed by Timothy Bass (401-234-994-0925)

0d78484b-2dec-4853-b8e9-a8d59e97254

Page 4 decided to change the flight path, how do I get 1 2 my extra money out of my house now? You put me 3 in a doomsday situation. MR. CHOWDHURY: Ahmmed Chowdhury, 2290 5 Southwest 44th Street, Dania Beach, 33312, e-mail 6 address a.chowdhury@psmanage.com. Okay. The comments, I just recently bought 8 the property about like six months ago. I didn't 9 know about the noise. So once I bought it I 10 actually brought my mom back home to visit me and 11 she couldn't stay because of the noise. You 12 know, she was hard to get to sleep at night. So 13 it was very inconvenient for me that -- having a 14 mom visit where she couldn't stay because of the 15 noise. So I want to see if anything can be done so I can bring my mom to visit me again. 16 MR. PATTERSON: James Patterson. My address 18 is 3724 Riverland Road, Fort Lauderdale, 33312. 19 My concerns this evening have to do with the 20 noise. It seems like there's two easy fixes. 21 Number one, that the planes would 95 percent of 22 the time take off over the water. The only 2.3 reason they would not do that is when safety 2.4 comes into play. And on safety, I mean wind. 25 And, of course, if the wind dictates which

United Reporting, Inc. (954) 525-2221

lectronically signed by Timothy Bass (401-234-994-0925) 0d78484b-2dec-4853-b8e9-a8d59e97254

June 2019

Fort Lauderdale-Hollywood International Airport
Final 14 CFR Part 150 Noise Exposure Map Report

Page 570

P-437: James Patterson

COMMENT RESPONSE

Page 4 decided to change the flight path, how do I get my extra money out of my house now? You put me in a doomsday situation. MR. CHOWDHURY: Ahmmed Chowdhury, 2290 Southwest 44th Street, Dania Beach, 33312, e-mail address a.chowdhury@psmanage.com. Okay. The comments, I just recently bought 8 the property about like six months ago. I didn't know about the noise. So once I bought it I 10 actually brought my mom back home to visit me and 11 she couldn't stay because of the noise. You 12 know, she was hard to get to sleep at night. So 13 it was very inconvenient for me that -- having a 14 mom visit where she couldn't stay because of the 15 noise. So I want to see if anything can be done 16 so I can bring my mom to visit me again. 17 MR. PATTERSON: James Patterson. My address 18 is 3724 Riverland Road, Fort Lauderdale, 33312. 19 My concerns this evening have to do with the 20 noise. It seems like there's two easy fixes. 21 Number one, that the planes would 95 percent of 22 the time take off over the water. The only 23 reason they would not do that is when safety 24 comes into play. And on safety, I mean wind. 25 And, of course, if the wind dictates which

United Reporting, Inc. (954) 525-2221

lectronically signed by Timothy Bass (401-234-994-0925)

0d78484b-2dec-4853-b8e9-a8d59e97254

Dear James Patterson:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: Aircraft Noise and Operations Monitoring System (ANOMS)
- 1-10: NCP Recommendations
- 2-5: Existing / General Noise Complaint

Page 571 June 2019

1

3

6

10

11

12

13

14

15

16

17

18

19

20

21

22

2.3

24

25

P-437: James Patterson (continued)

COMMENT CONTINUED COMMENT CONTINUED

1

3

5

6

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

2.3

2.4

25

direction the planes take off, I'm totally understanding that. Yet, numerous times I've looked at my wind chimes, that's not moving. I've looked at my phone that tells me how many knots of breeze is at the airport, which would tell me that there's no real reason to have planes taking off over the homes instead of over the water. And from the experience I have of taking off numerous times in Newport Beach, California and at the airport that's known as Newport Beach Airport, Santa Ana airport, John Wayne Airport, which all are the same, they have a special requirement for the captains to adhere to. They are required to inform the passengers prior to take off that they have a special procedure that they use at the Santa Ana Airport. That procedure is such. The traffic controllers tell the captains, taxi position and hold. At that point the captain will take the plane and will apply almost maximum thrust. At the point when the plane starts to tremble he releases the brake. The plane will then accelerate at a fast pace down to the end of the runway and at that point the captain will have an extreme angle of attack of the aircraft. After a safe altitude

United Reporting, Inc. (954) 525-2221

lectronically signed by Timothy Bass (401-234-994-0925)

0d78484b-2dec-4853-b8e9-a8d59e97254

Page 5

the captain will then pull back the throttle.

Thus it will allow the plane to take off over the people below them in a very quiet manner, considerate manner.

Page 6

Then the other thing that comes into play that I'm concerned with here is the noise. And if they can't control which direction they take off, my second solution would be install columns or posts with decibel readings. And I know for a fact how these work because the company I was with we had four corporate jets. We had an SB1 Citation, two Falcon 10s and a Falcon 50 corporate jet. With the Cessna Citation jet a sheriff came in one day, dropped a piece of paper on my desk and said, I'm sorry, but I have to do this. And I said, what is that? He says, it's a piece of paper telling you that you can never bring your plane back to the Santa Ana Airport ever again. I said, are you kidding me? No. I said, why? He said, because the plane was too loud. I said, too loud three times; five times? No, too loud one time. I said, well, too loud one time in five years or three years? No, one time, period. I said, you're telling me I cannot bring that plane back to this Santa Ana Airport

United Reporting, Inc. (954) 525-2221

lectronically signed by Timothy Bass (401-234-994-0925) 0d78484b-2dec-4853-b8e9-a8d59e97254

Page 572 June 2019

3

10

11

12

13

14

15

16

17

18

19

20

21

22

2.3

24

25

P-437: James Patterson (continued)

COMMENT CONTINUED COMMENT CONTINUED

2

3

5

6

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

2.3

2.4

25

again because it's too loud? He said, that's right. After that I wrote a letter to the manager of the airport and apologized because of the full payload of fuel and the passengers and the manager gave me a pass. He says, okay. Now, the way I got caught on this, and this is the solution for Fort Lauderdale, with the decibel readings, what that does, it immediately captures the decibel reading, how loud the plane was, it also captures the N number. The N number is like the license plate for the aircraft. So the machine automatically tags how loud and the license plate, the N number, of the aircraft. With that information you could do a couple things. You could penalize the people and fine them or could you do what was done to me and say don't ever bring that plane back to the airport So, it seems like it's compromise here. They're not going to give me what I want, which is always take off over the water. The compromise is the decibel readers. And I think

United Reporting, Inc. (954) 525-2221

what we need to do is install those and then

determine, how loud is too loud, come up with a

lectronically signed by Timothy Bass (401-234-994-0925)

scale.

0d78484b-2dec-4853-b8e9-a8d59e97254

Page 7

Now, I talked with Winston because a couple of weeks ago it sounded like an F-18 went in my front window and out my back window. It was so loud. And when I talked to Winston I talked to him about the meters. He said, oh, we have one in your area but it's been down for quite some time. And he says, and with the way we are, that meter means nothing to us.

So, it seems as if someone needs to say, wait a minute, the logical solution and a step in the right direction by the aircraft, the airport, you know, the -- American Airlines, the airliners, the companies, the airport and the people that are the homeowners, a compromise is to have an allowable decibel reading that you could get in and out of that airport that's acceptable to the homeowners.

Thank you very much.

With the baseline that's been established in Newport Beach or Santa Ana Airport it shows that there is a solution that historically has worked for years. And it seems like if it's applicable for them and it works there, why would it not work here?

(Whereupon, no other attendees volunteered to

United Reporting, Inc. (954) 525-2221

lectronically signed by Timothy Bass (401-234-994-0925)

0d78484b-2dec-4853-b8e9-a8d59e97254

Page 8

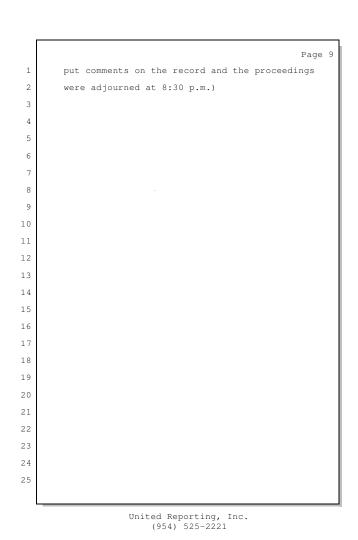
Fort Lauderdale-Hollywood International Airport Final 14 CFR Part 150 Noise Exposure Map Report Page 573

June 2019

P-437: James Patterson (continued)

COMMENT CONTINUED

0d78484b-2dec-4853-b8e9-a8d59e97254



Page 574

lectronically signed by Timothy Bass (401-234-994-0925)

P-438: Ahmmed Chowdhury

COMMENT RESPONSE

Page 4 decided to change the flight path, how do I get my extra money out of my house now? You put me in a doomsday situation. MR. CHOWDHURY: Ahmmed Chowdhury, 2290 Southwest 44th Street, Dania Beach, 33312, e-mail address a.chowdhury@psmanage.com. Okay. The comments, I just recently bought 8 the property about like six months ago. I didn't know about the noise. So once I bought it I 10 actually brought my mom back home to visit me and 11 she couldn't stay because of the noise. You 12 know, she was hard to get to sleep at night. So 13 it was very inconvenient for me that -- having a 14 mom visit where she couldn't stay because of the 15 noise. So I want to see if anything can be done 16 so I can bring my mom to visit me again. 17 MR. PATTERSON: James Patterson. My address 18 is 3724 Riverland Road, Fort Lauderdale, 33312. 19 My concerns this evening have to do with the 20 noise. It seems like there's two easy fixes. 21 Number one, that the planes would 95 percent of 22 the time take off over the water. The only 23 reason they would not do that is when safety 24 comes into play. And on safety, I mean wind. 25 And, of course, if the wind dictates which

United Reporting, Inc. (954) 525-2221

lectronically signed by Timothy Bass (401-234-994-0925)

0d78484b-2dec-4853-b8e9-a8d59e97254

Dear Ahmmed Chowdhury:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-5: Existing / General Noise Complaint
- · 2-7: Early Morning and Nighttime Operations

Page 575 June 2019

P-439: Steven Hiss

COMMENT RESPONSE

RCWARD COUNTY	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 200 SW 45" Street, Suize 101 · Dania Beach, Florida 33312 · 954-359-6100
asures you would like con the 14 CFR Part 150 Study be reviewed and conside ou wish to receive future	to provide your comments regarding the Noise Exposure Maps and the sidered for the Noise Compatibility Program, which is the next phase at Fort Lauderdale-Hollywood International Airport. Your comments are during the Study. Your participation in the process is appreciated. project updates, please provide your contact information on the
t have planes	That fly directly over my home
They shak	e my home as well, Leave my hom
te Clean it.	an thy can so I constantly have At Night When I'm trying I have the Planes What Sound
vice comi	og into my Pari (leavinging
leep. I	Thish fub.
lindows X	not dones of my home
Forgot to	mention; When Outside there to have a conversation on the
hone of ev wait fright	ith Comebady. I have to Stop and to pass. When sland are West-East), the lights come
ase drop this form in the	omment Box at the Public Workshop, or mail by January 23, 2019 to:
Fort Lauderdale-Holly	ywood International Airport, Aviation Department - Part 150 Study W 45th Street, Suite 101 Dania Beach, Florida 33312

Dear Steven Hiss:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 3-4: Fuel Residue/Soot
- 3-5: Vibration

P-439: Steven Hiss (continued)

COMMENT CONTINUED

BROW	Airport	EPARTMENT lale-Hollywood International Search	ational	mment Form	
7 6 0	C .	11			
First and Last	Name S TEVEN 1	Hiss			
Address	801.SW 32-	- 1erv .	4 .		
DANIA	Beach, Fl 3	3312			
Email Address		gmail. Con	4		
Meeting Locat	tion Oak bridge	MOOL AREA	(
newsletters w monitor the p	CFR) Part 150, Airport Noise (vill provide updates on study project website for the latest 50.com. Thank you for your in	progress. BCAD enco study information an	urages all intereste d announcements	ed parties to	
_	,	_			

P-440: Ms. Marrapodi

COMMENT RESPONSE

Page 2 Thereupon, the following proceedings were had: MS. MARRAPODI: The -- I don't have any 3 problems with planes and noises. Because of the way technology moves, the planes are getting quieter and quieter anyway. So I think, by the time -- I am going to make a fuss now; by the time, you know, like five, ten years from now, it doesn't matter, because the planes are so quiet that you 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 know, and keeps our taxes, I can live with the 14 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 around here is horses. There are a few cows, too, 20 but, I mean, namely it's horses. 21 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

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905)

7a9816b5-5f56-4346-9e44-c78c994813e

Dear Ms. Marrapodi:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following response that applies to your comments.

Landscaping

The purpose of the Part 150 currently underway at FLL is to evaluate the compatibility of aircraft noise and the surrounding communities. Concerns related to landscaping around the aiport should be directed to the Broward County Aviation Department.

P-441: Mr. Johnson

COMMENT RESPONSE

Page 2 Thereupon, the following proceedings were had: MS. MARRAPODI: The -- I don't have any 3 problems with planes and noises. Because of the way technology moves, the planes are getting quieter and quieter anyway. So I think, by the time -- I am going to make a fuss now; by the time, you know, like five, ten years from now, it doesn't matter, because the planes are so quiet that you 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 know, and keeps our taxes, I can live with the 14 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 around here is horses. There are a few cows, too, 20 but, I mean, namely it's horses. 21 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 give birth early, or they can hold it, and the 25

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905)

7a9816b5-5f56-4346-9e44-c78c994813e

Dear Mr. Johnson:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

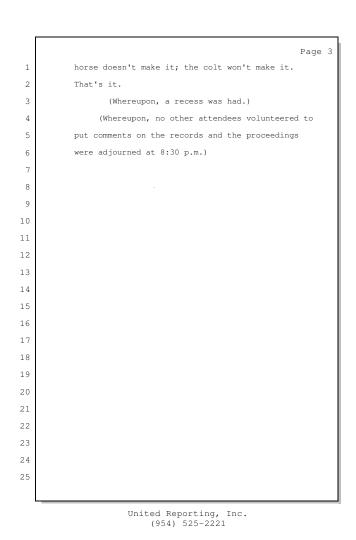
2-5: Existing/General Noise Complaint

Page 579 June 2019

P-441: Mr. Johnson (continued)

COMMENT CONTINUED

7a9816b5-5f56-4346-9e44-c78c994813e



Page 580 June 2019

lectronically signed by Emily Scott (001-198-983-7905)

P-442: Alma Fuentes

COMMENT RESPONSE

Page 9 I guess that's it. (Whereupon, a recess was had.) MR. LUEDTKE: People know me. People have called me by my first name, but I don't know some of them. She suggested they all have name tags. Look where the name tags are: Down here under their jackets. Name tags belong so you can read them and know who the person is. I shouldn't have to look down there at your crotch to see that you 10 have one. 11 (Whereupon, a recess was had.) MS. FUENTES: Alma, A-L-M-A, Fuentes, 12 200 Southeast 5th Avenue, Dania, 33004. 13 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, I am a little concerned at the noise level. 20 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

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905)

07a61117-1a58-4818-9321-805aab0a1a7

Dear Alma Fuentes:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

Page 581 June 2019

P-442: Alma Fuentes (continued)

COMMENT CONTINUED COMMENT CONTINUED

Page 10 extension of that runway, whatever it was, back then. Now it happens to me, the airplanes are coming a little bit further south, okay, south of the airport, and it happens more so at 5 o'clock on the morning on a Sunday. I want to say today, one at 5 o'clock flew so close over my house that I was going to duck. The 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 airport decides that they are going to do their own 13 different routing that has not been, I want to say, 14 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 deserve peace and tranquility in our homes, and we 18 19 like where we live. We love the community. I should not have to move, and I just don't want it 20 to get out of control and out of hand 21 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

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905) 07a61117-1a58-4818-9321-805aab0a1a7

Page 11 put comments on the records and the proceedings 2 were adjourned at 8:22 p.m.) 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 United Reporting, Inc.

(954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905) 07a61117-1a58-4818-9321-805aab0a1a7

nal Airport Page 582 June 2019

P-443: Pat Wright

COMMENT RESPONSE

Page 7 the house. Five o'clock come, I am up, no more sleeping. They are running over the house. MS. LOLESKI: He said, who I am going to call? If somebody intrudes you that much, I can call the police and help out. Who we going to call for the plane coming? Really, that house, something we need to do about it. MR. LOLESKI: Thank you. MS. LOLESKI: Thank you. 10 (Whereupon, a recess was had.) 11 MS. WRIGHT: Pat Wright. We live directly over the pathway of the south 12 runway in the west there, and so the noise is 13 really loud. We would really appreciate it if, on 14 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 steeper rate so that the noise is maybe less 20 minimal when they do take off over us and possibly 21 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 of the runway -- I don't know that -- which we 25

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905)

07a61117-1a58-4818-9321-805aab0a1a7

Dear Pat Wright:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-1: Arrivals
- 2-5: Existing/General Noise Complaint

Page 583 June 2019

P-443: Pat Wright (continued)

COMMENT CONTINUED COMMENT CONTINUED

Page 8

would not want that.

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

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

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

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

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905)

07a61117-1a58-4818-9321-805aab0a1a7

Page 9 I guess that's it. (Whereupon, a recess was had.) MR. LUEDTKE: People know me. People have called me by my first name, but I don't know some of them. She suggested they all have name tags. Look where the name tags are: Down here under their jackets. Name tags belong so you can read 8 them and know who the person is. I shouldn't have q to look down there at your crotch to see that you 10 have one 11 (Whereupon, a recess was had.) MS. FUENTES: Alma, A-L-M-A, Fuentes, 12 200 Southeast 5th Avenue, Dania, 33004. 13 So I live right next to the airport, and I'm 14 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, I am a little concerned at the noise level. 20 I remember when they voted on the extension of 21 the airport way back then that the residents in the 22 2.3 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

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905) 07a61117-1a58-4818-9321-805aab0a1a7

Page 584 June 2019

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

P-444: Mr. and Mrs. Loleski

COMMENT RESPONSE

Page 2 Thereupon, the following proceedings were had: 1 2 MR. LOLESKI: Dimce, D-I-M-C-E, Loleski, 3 L-O-L-E-S-K-I, at 4500 Southwest 25th Terrace. 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 for me today because I cannot live in it. If I cannot sleep in it, what I need the house for? And 8 the flying, 11 o'clock, 12 o'clock, 5 o'clock, they 9 start it. I only have a few hours to sleep. 10 And I have a serious problem: If I don't wash 11 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 somebody put a can of oil on the top when I wash 1.5 it, nothing but oil on the top of the car. 16 If my window is cracked a little bit, inside I 17 18 can smell the fumes and a black particle coming in 19 the house from the thing. My roof was a red; now it's totally black. My gutters of the rain, what 20 they catching, they turning black. My house looks 21 like it's there a hundred years; it's only ten 22 23 vears old. 24 I like to have some kind of -- some kind of 25 response for my life. After the planes start

United Reporting, Inc. (954) 525-2221

Electronically signed by Emily Scott (001-198-983-7905)

07a61117-1a58-4818-9321-805aab0a1a7b

Dear Mr. and Mrs. Loleski:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- · 2-11: FLL Noise Insulation Program
- 3-4: Fuel Residue/Soot

Page 585

P-444: Mr. and Mrs. Loleski (continued)

COMMENT CONTINUED COMMENT CONTINUED

Page 3 flying, they put a pacemaker in me, and I'm very concerned for my life. Because I live in the United States where I have Constitution rights, at least to have peace and quiet in my house, that's guaranteed by Constitution of United States. Now, everybody makes money out of this. We can start with the airport. We start with the taxing. We start with the hotels. We start with 10 the Port Everglades, all of these big cruise ships. 11 Everybody makes money. I pay my tax every time on time. I just sent 12 a check three days ago, and nobody come to ask me. 13 One night, there was all night the planes. 14 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 to jail. There was six police officers come there, 20 like I'm the biggest criminal in the country, and I 21 am only looking for my rights. I went there to 22 23 speak to somebody: Oh, no, you have to come later, 24 three hours later. We have nobody now to speak to 25 you.

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905) 07a61117-1a58-4818-9321-805aab0a1a7

Page 4 The next day I went to the commissioners, and 2 I got a worse reception there. They come, two sheriffs there, to watch me when I come into Broward Governmental Center and watch me when I come out, like the biggest criminal in Broward County. I work 35 years for Broward County. I helped 8 build this county, and now what I got? MS. LOLESKI: Calm down. You are getting 9 excited. We have to look to the future 10 11 MR. LOLESKI: What future? There is no future. 12 MS. LOLESKI: Can I input something because --13 my name is Luba Loleski, and the house location, 14 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. MS. LOLESKI: -- on the landing; and if we 20 cannot live, another person cannot live, either. 21 We have put for rent, the house. The people 2.3 going to come and say they love the house, but once 2.4 the plane flies over, they turn around, and they don't want to do anything with it. So we cannot --25

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905) 07a61117-1a58-4818-9321-805aab0a1a7

Fort Lauderdale-Hollywood International Airport
Final 14 CFR Part 150 Noise Exposure Map Report

June 2019

P-444: Mr. and Mrs. Loleski (continued)

COMMENT CONTINUED COMMENT CONTINUED

Page 5 to try to sell it, we have been putting on and off and on and off, and nothing has happened. What we are looking is, because it's fairly new, the house and the windows and doors are hurricane proof, we thought that that would be sufficient enough for the noise; however, when those men came, we did experience -- we were a few time out of the city. I had a death in the family, so when we come back, we lost chance for the 10 soundproof. 11 Anyhow, we are looking whether buyout or relocation, whatever. It's going to be these two, 12 because it's very close under the pad. The sound, 13 we don't think that it's going to help a lot. 14 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 on the table, it's unbelievable. 20 MR. LOLESKI: The plane comes in the house, 21 the shape of the plane coming inside the side. 22 MS. LOLESKI: Inside the house. 23 MR. LOLESKI: The nighttime lights go through 24 25 and go to the other side.

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905) 07a61117-1a58-4818-9321-805aab0a1a7

Page 6 MS. LOLESKI: It's unbelievable. 2 So taking in consideration so many things we are experiencing, it is the best that it's purchase the house. MR. LOLESKI: We are looking for some kind of help. Somebody has to help us, because we live in the United States. We have our rights and --MS. LOLESKI: So this, too, needs to be 8 considered. I hope this -- this time, the 150 9 study will help us. 10 11 MR. LOLESKI: But it is a wait, two years of 12 MS. LOLESKI: Two years. 13 MR. LOLESKI: Two years, we are probably not 14 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. MR. LOLESKI: It's a residential area. 20 Seven o'clock in the morning, you cannot cut the 21 grass. I mean, noise, you cannot -- the dogs 2.3 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

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905) 07a61117-1a58-4818-9321-805aab0a1a7

Fort Lauderdale-Hollywood International Airport
Final 14 CFR Part 150 Noise Exposure Map Report

June 2019

P-444: Mr. and Mrs. Loleski (continued)

COMMENT CONTINUED

```
Page 7
           the house. Five o'clock come, I am up, no more
           sleeping. They are running over the house.
                MS. LOLESKI: He said, who I am going to call?
           If somebody intrudes you that much, I can call the
           police and help out. Who we going to call for the
           plane coming? Really, that house, something we
           need to do about it.
               MR. LOLESKI: Thank you.
                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
           steeper rate so that the noise is maybe less
20
           minimal when they do take off over us and possibly
21
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
           of the runway -- I don't know that -- which we
25
```

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905)

07a61117-1a58-4818-9321-805aab0a1a7

Page 588 June 2019

P-445: Mr. Luedtke

COMMENT RESPONSE

Page 9 I guess that's it. (Whereupon, a recess was had.) MR. LUEDTKE: People know me. People have called me by my first name, but I don't know some of them. She suggested they all have name tags. Look where the name tags are: Down here under their jackets. Name tags belong so you can read them and know who the person is. I shouldn't have 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, 200 Southeast 5th Avenue, Dania, 33004. 13 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, I am a little concerned at the noise level. 20 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

United Reporting, Inc. (954) 525-2221

lectronically signed by Emily Scott (001-198-983-7905)

07a61117-1a58-4818-9321-805aab0a1a7

Dear Mr. Luedtke:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-7: Public Meetings/Administrative/Communication

P-446: Alex Gutierrez

COMMENT RESPONSE

```
Page 2
    Thereupon, the following proceedings were had:
              MR. GUTIERREZ: Alex Gutierrez,
        G-U-T-I-E-R-R-E-Z.
3
              All right. So I'm in the Plantation area,
        595, University area. I really don't have a
        problem with the noise from the airplanes. I
        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
        just the 595 traffic, which you can hear the
17
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
```

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

c2a5c78a-43cb-42c7-88c1-cf7c092f47c

Dear Alex Gutierrez:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following response that applies to your comment.

 Noise generated from motor vehicle traffic on interstate roadway facilities such as I-595 falls under the purview of District 4 of the Florida Department of Transportation (FDOT), not the Broward County Aviation Department (BCAD). The FDOT has their own process for evaluating traffic noise from their facilities, and their traffic noise policy can be found in Part 2, Chapter 18 "Highway Traffic Noise" of the FDOT Project Development & Environment (PD&E) Manual, which is available through the FDOT's website.

Page 590 June 2019

P-447: Peter S. Tingom

COMMENT RESPONSE

```
Page 2
    Thereupon, the following proceedings were had:
              MR. GUTIERREZ: Alex Gutierrez,
3
        G-U-T-I-E-R-R-E-Z.
              All right. So I'm in the Plantation area,
        595, University area. I really don't have a
        problem with the noise from the airplanes. I
        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
        Road, which is probably like a mile or after a
19
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
```

Dear Peter S. Tingom:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

1-10: NCP Recommendations

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

c2a5c78a-43cb-42c7-88c1-cf7c092f47c

Page 591 June 2019

P-447: Peter S. Tingom (continued)

COMMENT CONTINUED

Page 3

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

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

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

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

(Whereupon, a recess was had.)

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

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

c2a5c78a-43cb-42c7-88c1-cf7c092f47c

Page 592 June 2019

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

P-448: Sara Nichols

COMMENT RESPONSE

Page 2 Thereupon, the following proceedings were had: MS. NICHOLS: S-A-R-A Nichols, N-I-C-H-O-L-S. 1993 I moved into my house at 2637 Okeechobee Lane. Planes do take off and land westwardly, which is normal because of wind and take off patterns. The runways have not moved. And now in the last two and a half years somebody in Miami, because it's not the Fort Lauderdale 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

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

Dear Sara Nichols:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- · 2-2: Departures
- 2-4: West Flow
- 3-2: Quality of Llfe
- 3-3: Impact on Property Values

Page 593

P-448: Sara Nichols (continued)

COMMENT CONTINUED

Page 3 way further east and it has no bearing on anything. And we are in a situation where the -nobody is listening. I have also read articles about Phoenix, Arizona, where they've had the same problem and they are getting nowhere. So I feel like, yes, I'm going to come and do this because it's affecting the quality of my life, the property value, which is like everything else in government, we are $\operatorname{--}$ 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.

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

Page 594 June 2019

P-449: George & Lisa Finck

COMMENT RESPONSE

Page 6 story, I only know that they did something by complaining and being verbal, so -- all right? (Whereupon, a recess was had.) MS. FINCK: It's George and Lisa F-I-N-C-K. 1810 Southwest 52nd Avenue, Plantation, Florida 33317. And I don't know the name of this place, I don't know how to spell it. So I don't know, I guess basically our 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 2.2 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

United Reporting, Inc. 954.525.2221

Electronically signed by Timothy Bass (401-234-994-0925)

c2a5c78a-43cb-42c7-88c1-cf7c092f47cc

Dear George & Lisa Finck:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- · 2-5: Existing/General Noise Complaint
- 3-4: Fuel Residue/Soot

Page 595 June 2019

P-449: George & Lisa Finck (continued)

COMMENT CONTINUED

Page 7 come over and you can't hear what's on the TV anymore. So I don't know what else. MR. FINCK: And we hear them in the house, too. But, yeah, definitely outside a lot more. And that's probably about it. MS. FINCK: That's pretty much it. Just, you know, to make sure that it's like safe -because, you know, now all this stuff is landing, 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 traffic controllers that are directing those 19 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

United Reporting, Inc. 954.525.2221

Electronically signed by Timothy Bass (401-234-994-0925)

c2a5c78a-43cb-42c7-88c1-cf7c092f47cc

Page 596 June 2019

P-450: Muriel Freund

COMMENT **RESPONSE**

10

11 12

13

14 15

16

17 18

19

20 21

22

23

24

25

Electronically signed by Timothy Bass (401-234-994-0925)

M-U-R-I-E-L.

c2a5c78a-43cb-42c7-88c1-cf7c092f47cc

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

Page 3

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

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

(Whereupon, a recess was had.) MS. FREUND: Muriel Freund, F, like Frank, R-E-U-N-D, like David. And the first name is

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

> United Reporting, Inc. 954.525.2221

Dear Muriel Freund:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-4: West Flow
- 2-5: Existing Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-3: Impact of Property Values
- 3-4: Fuel Residue/Soot

June 2019

P-450: Muriel Freund (continued)

COMMENT CONTINUED COMMENT CONTINUED

in the morning. They can start in the morning at 4 or 5:00 and then they'll keep going one right after the other. And then it's all day long.

And I live in a house that has impact windows and impact doors. The windows are very heavy windows and they're very secure. So, therefore, the noise is really bothersome and it's really, really loud and noisy. I have tried at times to log the planes as they are going over, put down the time, but I kind of got lost in doing that because I wanted to have factual data. That if I presented it to someone, I had that.

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

And so I would like -- this gentleman that I

United Reporting, Inc. 954.525.2221

Electronically signed by Timothy Bass (401-234-994-0925)

10

11

12

13

14

15

16

17

18

19

20

21

2.2

23

24

25

c2a5c78a-43cb-42c7-88c1-cf7c092f47cc

Page 4

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

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

I think I covered it all, Tim.

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

United Reporting, Inc. 954.525.2221

Electronically signed by Timothy Bass (401-234-994-0925)

1.0

11

12

13

14

15

16

17

18

19

20

21

2.2

23

24

25

c2a5c78a-43cb-42c7-88c1-cf7c092f47cc

Page 5

Fort Lauderdale-Hollywood International Airport
Final 14 CFR Part 150 Noise Exposure Map Report

June 2019

P-450: Muriel Freund (continued)

COMMENT CONTINUED

Page 6 story, I only know that they did something by complaining and being verbal, so -- all right? (Whereupon, a recess was had.) MS. FINCK: It's George and Lisa F-I-N-C-K. 1810 Southwest 52nd Avenue, Plantation, Florida 33317. And I don't know the name of this place, I don't know how to spell it. So I don't know, I guess basically our 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

United Reporting, Inc. 954.525.2221

Electronically signed by Timothy Bass (401-234-994-0925)

c2a5c78a-43cb-42c7-88c1-cf7c092f47cc

Page 599 June 2019

P-451: Rick Soltis

COMMENT RESPONSE

Page 7 come over and you can't hear what's on the TV anymore. So I don't know what else. MR. FINCK: And we hear them in the house, too. But, yeah, definitely outside a lot more. And that's probably about it. MS. FINCK: That's pretty much it. Just, you know, to make sure that it's like safe -because, you know, now all this stuff is landing, 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 aircraft out to see if the complaints correlate 20 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

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

c2a5c78a-43cb-42c7-88c1-cf7c092f47c

Dear Rick Soltis:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-2: Departures
- 2-5: Existing/General Noise Complaint

Page 600 June 2019

P-451: Rick Soltis (continued)

COMMENT CONTINUED

Page 8 correlation. Because I feel that people are creatures of habit and I believe that's going to be an issue, if they pinpoint that, they may be able to alleviate some of these issues. That's it. Have a good evening. (Whereupon, a recess was had.) (Whereupon, no other attendees volunteered to 8 put comments on the record and the proceedings were adjourned at 8:30 p.m.) 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

c2a5c78a-43cb-42c7-88c1-cf7c092f47c

P-452: Tom Ferland

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

COMMENT RESPONSE

Page 6 MS. NICHOLS: And I said, no, I want to come and be heard as a 22-year property owner whose quality of life is (indicating). And it's the FAA that isn't listening. Broward County isn't either. But -- because I know that there were complaints years ago when easterly -- east taking off planes were sort of veering quickly to the north, so all of Harbor Beach, Rio Vista, they were complaining. And because that they're really wealthy neighborhoods and they have a better relationship with their representatives, the representatives made much more of a complaint and big deal out of it and the planes took off -- they were -- their routes were then back to what they were supposed to take off, not veering north. But because we're not a wealthy neighborhood, and I hate to say it that way, but it is true, they're just ignoring us. And it happens -- not here, it's happened in other parts of the United States. Thank you. (Whereupon, a recess was had.) MR. FERLAND: Tom Ferland, F-E-R-L-A-N-D. And I guess my biggest complaint is, how in the world can they make a decision to fly over our houses overnight or over the weekend or

Dear Tom Ferland:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-4: West Flow
- · 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

Page 602 June 2019

P-452: Tom Ferland (continued)

COMMENT CONTINUED COMMENT CONTINUED

however quick it happened and it takes years to undo it? Why they can't just go back to the way it was and pause until they work out the details? It just seems totally absurd to me. You know, it's like, okay, we made a decision, it's obviously ruined a lot of people's lives and we can't put it on hold and we've just got to sit here and put up with all this noise and craziness and wait for years. I mean, we watch the planes. We hear one over our head, we look to the south, there's no plane on the south runway and yet the guy is turning right. There's no storms. There's no logical reason he can't just go a little further west. We had one of the controllers tell us, well, we have the traffic from Miami. Well, guess what, Miami Airport is, I believe, somewhere between three and five miles west of Fort Lauderdale. So if they're worried about those planes coming north, they're coming north three to five miles west. So our guys have plenty of times to go west before they turn north. All the facts just don't add up to what they're doing. It just seems like they're just

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

Page 7

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

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

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

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

Anything else?

United Reporting, Inc. 954.525.2221

Electronically signed by Timothy Bass (401-234-994-0925)

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

04b3fc56-633e-48aa-bdad-bc610f786a1d

Page 8

Fort Lauderdale-Hollywood International Airport Final 14 CFR Part 150 Noise Exposure Map Report

8

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

Page 603

June 2019

P-453: Heather MacIntyre

COMMENT RESPONSE

Page 3 way further east and it has no bearing on anything. And we are in a situation where the -nobody is listening. I have also read articles about Phoenix, Arizona, where they've had the same problem and they are getting nowhere. So I feel like, yes, I'm going to come and do this because it's affecting the quality of my life, the property value, which is like 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 directly over our house, directly. And sometimes 18 they'll start at 5:30 in the morning and 19 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.

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

Dear Heather MacIntyre:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- · 1-6: Flight Tracks
- 1-7: Public Meetings/Administrative/Communication
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

Page 604 June 2019

P-453: Heather MacIntyre (continued)

COMMENT CONTINUED COMMENT CONTINUED

Page 4 It's ridiculous. I'm trying not to cuss. I'm trying very hard not to cuss. A couple months ago I did sit in on a meeting to listen and they were talking about the noise monitor being on, I think, Duck Key and Riverland, way off of where these planes are actually coming across. And I would be more than happy to have them put that noise device in my 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. So, yes, I wanted to come and air it out. I 12 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 or a phone call, I've never gotten one. I didn't 18 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 2.2 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,

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

```
Page 5
         yes, we've received it. But they don't -- even
         though you ask for a call or an e-mail response,
         they don't do that.
              MS. MACINTYRE: Yeah, you just get an e-mail
         receipt. So I'm not feeling like they're
         listening.
              MS. NICHOLS: They're not.
              MS. MACINTYRE: So I wanted to come here and
         finally a meeting where we can actually speak up.
10
              Thank you.
              MS. NICHOLS: You can add this to hers
11
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.
              MS. NICHOLS: I am.
16
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.
```

United Reporting, Inc. 954.525.2221

Electronically signed by Timothy Bass (401-234-994-0925) 04b3fc56-633e-48aa-bdad-bc610f786a1d

Fort Lauderdale-Hollywood International Airport
Final 14 CFR Part 150 Noise Exposure Map Report

June 2019

3

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

P-453: Heather MacIntyre (continued)

COMMENT CONTINUED

Page 6 MS. NICHOLS: And I said, no, I want to come and be heard as a 22-year property owner whose quality of life is (indicating). And it's the FAA that isn't listening. Broward County isn't either. But -- because I know that there were complaints years ago when easterly -- east taking off planes were sort of veering quickly to the north, so all of Harbor Beach, Rio Vista, they were complaining. And because that they're really wealthy neighborhoods and they have a better relationship with their representatives, the representatives made much more of a complaint and big deal out of it and the planes took off -- they were -- their routes were then back to what they were supposed to take off, not veering north. But because we're not a wealthy neighborhood, and I hate to say it that way, but it is true, they're just ignoring us. And it happens -- not here, it's happened in other parts of the United States. Thank you. (Whereupon, a recess was had.) MR. FERLAND: Tom Ferland, F-E-R-L-A-N-D. And I guess my biggest complaint is, how in the world can they make a decision to fly over our houses overnight or over the weekend or

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

Page 606 June 2019

P-454: Louise Tully

COMMENT RESPONSE

Page 9 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 charge of that situation. Who their bosses are, FAA or someone else, I don't know. But it seems to me a couple more seconds to 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 25 One of my main complaints is that the planes

Dear Louise Tully:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 3-4: Fuel Residue/Soot

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

P-455: Jill Prizlee

COMMENT RESPONSE

Page 9 MS. TULLY: They're starting too early according to the guy over there. He's making it 3 sound like the air traffic control guys are in charge of that situation. Who their bosses are, FAA or someone else, I don't know. But it seems to me a couple more seconds to 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 25 One of my main complaints is that the planes

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

Dear Jill Prizlee:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- · 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

Page 608 June 2019

P-455: Jill Prizlee (continued)

3

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

COMMENT CONTINUED COMMENT CONTINUED

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

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

Page 10

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

Page 11

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

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

United Reporting, Inc. 954.525.2221

Electronically signed by Timothy Bass (401-234-994-0925)

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

04b3fc56-633e-48aa-bdad-bc610f786a1d

Fort Lauderdale-Hollywood International Airport Final 14 CFR Part 150 Noise Exposure Map Report Page 609

June 2019

P-455: Jill Prizlee (continued)

COMMENT CONTINUED

Page 12 And, you know, when they wake up from a sound sleep, you know, it not only disturbs me, but it 3 disturbs them. And I don't think it's fair to the kids. And, honestly, if I don't see an improvement in the next year or two, we'll probably leave. 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

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

Page 610 June 2019

P-456: Earl Prizlee

COMMENT RESPONSE

Page 13 traffic, the plane traffic that's happening right now and decide whether adjustments need to be made. And I also would like to understand who is enforcing the planes. When a pilot is errant, off of the path, who actually tickets him or fines him or addresses the issue of people not following EIS as approved. So that's it. (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.) 12 13 14 15 16 17 18 19 20 21 22 23 24 25

United Reporting, Inc. 954.525.2221

lectronically signed by Timothy Bass (401-234-994-0925)

04b3fc56-633e-48aa-bdad-bc610f786a1

Dear Earl Prizlee:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

1-10: NCP Recommendations

P-457: Geoffrey Rames

COMMENT RESPONSE

Airport	RTMENT Comment Form Hollywood International Suite 101 • Dania Beach, Florida 33312 •	
First and Last Name Carrey Zone	cs	
Address 2530 Gov FSTREM	- Cu	
FT CHO £ 33312		
Email Address GRAMES.	LICIA & GHAR Com	
Meeting Location S. W. C.	the cost	
compatibility of Fort Lauderdale Hollywood Ir communities. This study, a "Part 150 Study," Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor to	CAD) recently began a study to improve the naternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the hirport Noise Compatibility Planning. At key points pdates on study progress. BCAD will also host e opportunities for input throughout the Study. BCAD the project website for the latest study information	
compatibility of Fort Lauderdale Hollywood Ir communities. This study, a "Part 150 Study," Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor tand announcements at www.fllpart150.com .	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the hirport Noise Compatibility Planning. At key points pdates on study progress. BCAD will also host exportunities for input throughout the Study. BCAD	
compatibility of Fort Lauderdale Hollywood Ir communities. This study, a "Part 150 Study," Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor to and announcements at www.fllpart150.com . What are the most significant concerns that y	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the hirport Noise Compatibility Planning. At key points pdates on study progress. BCAD will also host e opportunities for input throughout the Study. BCAD the project website for the latest study information Thank you for your interest and participation.	
compatibility of Fort Lauderdale Hollywood Ir communities. This study, a "Part 150 Study," of Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)?	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the hirport Noise Compatibility Planning. At key points pdates on study progress. BCAD will also host expoportunities for input throughout the Study. BCAD the project website for the latest study information. Thank you for your interest and participation. For would like the FLL Part 150 Study to address. Early morning operations FAA airspace changes	
compatibility of Fort Lauderdale Hollywood Ir communities. This study, a "Part 150 Study," Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor and announcements at www.fllpart150.com . What are the most significant concerns that yabout aircraft flight activity (select up to 3)? Arrivals	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the hirport Noise Compatibility Planning. At key points pdates on study progress. BCAD will also host expoportunities for input throughout the Study. BCAD the project website for the latest study information. Thank you for your interest and participation. You would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations	
compatibility of Fort Lauderdale Hollywood Ir communities. This study, a "Part 150 Study," Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)?	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the hirport Noise Compatibility Planning. At key points pdates on study progress. BCAD will also host expoportunities for input throughout the Study. BCAD the project website for the latest study information. Thank you for your interest and participation. For would like the FLL Part 150 Study to address. Early morning operations FAA airspace changes	
compatibility of Fort Lauderdale Hollywood Ir communities. This study, a "Part 150 Study," of Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than announcements at www.fllpart150.com . What are the most significant concerns that yabout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the hirport Noise Compatibility Planning. At key points pdates on study progress. BCAD will also host e opportunities for input throughout the Study. BCAD the project website for the latest study information. Thank you for your interest and participation. You would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway	
compatibility of Fort Lauderdale Hollywood Ir communities. This study, a "Part 150 Study," of Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor to and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the hirport Noise Compatibility Planning. At key points pdates on study progress. BCAD will also host e opportunities for input throughout the Study. BCAD the project website for the latest study information. Thank you for your interest and participation. You would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway	
compatibility of Fort Lauderdale Hollywood Ir communities. This study, a "Part 150 Study," of Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that an announcements at www.fllpart150.com . What are the most significant concerns that yabout aircraft flight activity (select up to 3)? Arrivals Pepartures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the hirport Noise Compatibility Planning. At key points pdates on study progress. BCAD will also host e opportunities for input throughout the Study. BCAD the project website for the latest study information. Thank you for your interest and participation. From would like the FLL Part 150 Study to address FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway	
compatibility of Fort Lauderdale Hollywood Ir communities. This study, a "Part 150 Study," of Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that an announcements at www.fllpart150.com . What are the most significant concerns that yabout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the hirport Noise Compatibility Planning. At key points pdates on study progress. BCAD will also host e opportunities for input throughout the Study. BCAD the project website for the latest study information. Thank you for your interest and participation. Frou would like the FLL Part 150 Study to address FAA airspace changes Frequency of operations Overflights related to the new south runway. Changes in flight paths for the north runway.	

Dear Geoffrey Rames:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

P-457: Geoffrey Rames (continued)

COMMENT CONTINUED



Prige 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: List former 2530 Constitute Lo Ve CANO So 3372 My email address: Constitute Con

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 1595. 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 FLI)". ¹ 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". [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.³
- 5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.⁴
- 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.

ARKES/ZAPPA/BAHMA (sic) and 275 (West) MNATE (sic).

Page 613 June 2019

Letter from Kent George to Mayor Jack Seller, August 3, 2015.
Ferrom Kenta Inpact Study 2008, page 62.0: "Runway 9127R operature tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 98/27L departure tracks were supplemented with 15-degree turns to the North. Runway 98/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous

³ EIS 2008: Appendix H, Page H.1-6 TM29

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

P-458: Michael D. Hanley

COMMENT RESPONSE

AVIATION DEPAR	TMENT Comment Form
BROVVARI) Fort Lauderdale-H	ollywood International
	iite 101 • Dania Beach, Florida 33312 •
F L O R I D A 954-359-6100	a+,
First and Last Name MC Hose	D. HANLEY
Address 20400 5w 507	ioL
	9
5 & RANCHES FI	38332
Email Address MD HANIEL 6	PBR1150JAL. NOT
Meeting Location JW RANCHES	Town HALL
Weeting Education	10 41 12
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future	opportunities for input throughout the Study. BCAD se project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	u would like the FLL Part 150 Study to address
Arrivals	⋈ Early morning operations
☐ Departures	☐ FAA airspace changes
☑ East Flow	☐ Frequency of operations
☐ West Flow	Overflights related to the new south runway
✓ Nighttime operations (10pm -6am)	\square Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

Dear Michael D. Hanley:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

Page 614 June 2019

P-458: Michael D. Hanley (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2300 SW 45® Street Suite 101 - Depis Reach Elegids 3:

Comment Form

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

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.

	WAS D FLIGHT OPPISC NEW PATH
	JAWAYS 10. WIERCEPT AT
H(6140	or altitode ('& 5000') AND CODEC
	war garro or sorge mappage

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.

P-459: Ernie Siegrist

COMMENT RESPONSE

	11/13
Airport	RTMENT Hollywood International Lite 101 · Dania Beach, Florida 33312 ·
First and Last Name Erniu Sugr	
Address 3216 SW 50TH LA	U
DAVIE FL 3331L	f
Email Address Vsiegriste bell.	south net
Meeting Location South west Rone	ches
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future	opportunities for input throughout the Study. BCAD ne project website for the latest study information
- ,	ou would like the FLL Part 150 Study to address
about aircraft flight activity (select up to 3)?	
☐ Arrivals	Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow West Flow	☐ Frequency of operations
☐ Nighttime operations (10pm -6am)	Overflights related to the new south runway
□ Nighttime operations (10pm -6am)	Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
Davie	☐ Other

Dear Ernie Siegrist:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 2-5: Existing/General Noise Complaint

Page 616 June 2019

P-459: Ernie Siegrist (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

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

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 the representative for Noise Monitor #1, I'm
Still concerned about Shifting Patterns, Noise has
Still concerned shout Shifting Patterns, Noise has
Positionts of my Community (Everybodes Lakes) are Still concerned about noise lowels in early AM 2 at support dinner time.
Still concerned e hout noise levels in corly AM
2 at support dinner timo.

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,

P-460: Joel Mains

COMMENT RESPONSE

Airport	TMENT Comment F
First and Last Name Joe / MA	/n/ S
Address 4820 SW 18	8 AVE
SOUTHWEST RANCHES	?
Email Address Joe Maries Cheux	BOUTH, NET
Meeting Location SOUTPWEST RA	WCHES
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T	rill follow the process outlined in Title 14 of the report Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information shank you for your interest and participation.
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
 ☐ 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	☐ Plantation ☐ Cooper City ☑ Southwest Ranches ☐ Weston
☐ Davie	☐ Other

Dear Joel Mains:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

Page 618 June 2019

P-460: Joel Mains (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45® Street Suite 101 - Dania Reach Eleviria 33

Comment Form

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

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.

	RTALKING TO A COUPLE PICOTS
A60U?	MY CONCERNS ON THE NOISE
LEVE	COVER MY HOUSE & BELIEVE
	WOULD HELD THE TOWN OF
	JEST RANCHES ITS RESIDENCE AND
	OCK IS TO MAINTAIN ON RUNWAY
#10	5000 FT. THE GLIDE PATH I BELLEVE
	WOULD MAINTAIN THE LOWEST
	FOR DUR TOWN,

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.

P-461: Yvonne Siegrist

COMMENT RESPONSE

Airport	ETMENT Iollywood International iment Form
First and Last Name Troppe Siegri	<u> </u>
Address 3316 Su 50 Court	
Marie	
THE PERSON NAMED IN THE PE	I.
Email Address Jsiegriste bellsouth	ret
Meeting Location Sw Panches	
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.flipart150.com . T	vill follow the process outlined in Title 14 of the rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation.
about aircraft flight activity (select up to 3)?	
☐ Arrivals	Early morning operations
☐ Departures	FAA airspace changes
□ East Flow	Frequency of operations
West Flow	Overflights related to the new south runway
Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	Other

Dear Yvonne Siegrist:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-4: West Flow
- 2-6: Frequency of Operations:
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations

Page 620 June 2019

P-462: Douglas McKay

COMMENT RESPONSE

COUNTY Airport 2200 SW 45th Street, S	RTMENT Hollywood International uite 101 · Dania Beach, Florida 33312 ·
F L O R I D A 954-359-6100	
First and Last Name Douglas	McKay
11021 211 120 14	Aug
Address 483 / 5 W. 130	1100
Southwest Kanc	hes, FL 33330
Email Address DMºHax@ 5WK	1.049
Meeting Location Southwest	Ranches FL
Code of Federal Regulations (CFR) Part 150, Auduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.flipart150.com .	ternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points address on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
about aircraft flight activity (select up to 3)?	od would like the FEET are 150 stady to address
Arrivals	☐ Early morning operations
☐ Departures	☐ FAA airspace changes
East Flow	☐ Frequency of operations
☐ West Flow	Overflights related to the new south runway
Nighttime operations (10pm -6am)	\square Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Copper City
☐ Fort Lauderdale (north or west of FLL)	Southwest Ranches
☐ Hollywood	□ Weston
Davie	☐ Other

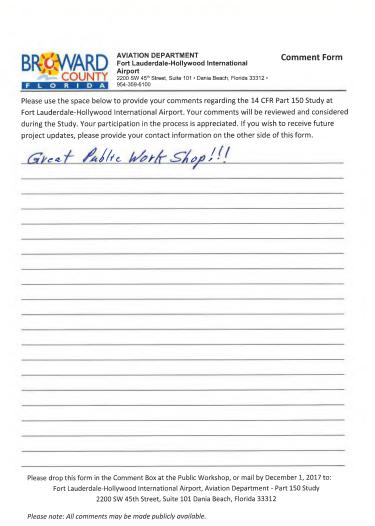
Dear Douglas McKay:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.

Page 621 June 2019

P-462: Douglas McKay (continued)

COMMENT CONTINUED



Page 622 June 2019

P-463: John Eastman

COMMENT RESPONSE

	ula
Airport	RTMENT Hollywood International suite 101 - Dania Beach, Florida 33312 -
First and Last Name JOHN EASTN	(41)
THIS GIRL EUSE INGINE	
Address 4801 5W 188 AVG	
SW RANCHES FL 3	3732
Email Address _ JOHN 4260 13ell	South. NET
Meeting Location SWR TOWN	, ,
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.flipart150.com .	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation.
What are the most significant concerns that y about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
Arrivals	Early morning operations
☐ Departures	☐ FAA airspace changes
East Flow	☐ Frequency of operations
☐ West Flow	Overflights related to the new south runway
Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
\square Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

Dear John Eastman:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

Page 623 June 2019

P-463: John Eastman (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

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

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.

ON EAST OPS. USE 'CRD' CONSTAND RATE DESCRIT FROM 5000', INTERCEPT GLIDES POR 10L and 10R at 5000' AS MANDATORY MIN ALTITUDE,

ARRIVALS SHOULD "ALL" HAVE 5000" MANDATORY FLOOR UNTIL GS INTOCOPT,

TOWER TO TOWER LATE NIGHT LOW LEVEL NO LANGER ACCEPTABLE,

DOWN WIND LEGS SHALL MAINTAIN SOOK AND & NO EARLY TURNS UNTIL UNDER GLIPE 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 FOOTDRINT

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

P-464: Steve Breitkreuz

COMMENT RESPONSE

	8
Airport	RTMENT Comment Form dollywood International Comment Form uite 101 • Dania Beach, Florida 33312 •
First and Last Name Steve Bre	itknown
Address 5/20 (4) 195	Terms
Southwest Bo	wher FL 33222
Email Address Steve @ Bre	itkreuz.org
Meeting Location SWR Tou	un Hall
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future	opportunities for input throughout the Study. BCAD ne project website for the latest study information
What are the most significant concerns that ye about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☑ Arrivals	☐ Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	\square Frequency of operations
☐ West Flow	\square Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	\square Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	✓ Southwest Ranches
☐ Hollywood	□ Weston
☐ Davie	☐ Other

Dear Steve Breitkreuz:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations

Page 625 June 2019

P-464: Steve Breitkreuz (continued)

COMMENT CONTINUED





AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International

Comment Form

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

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.

	the new ranway has opened I
have no	biced an increme in noise Specifical what sounds like a proving of
I hear c	what sounds like a being of
the engin	nes as they fly over houd. It is
relatively	constant and then much louder for
a short	period of time.
T+ week	I be good if this wald be
Smoothe	d out
	D Mr.

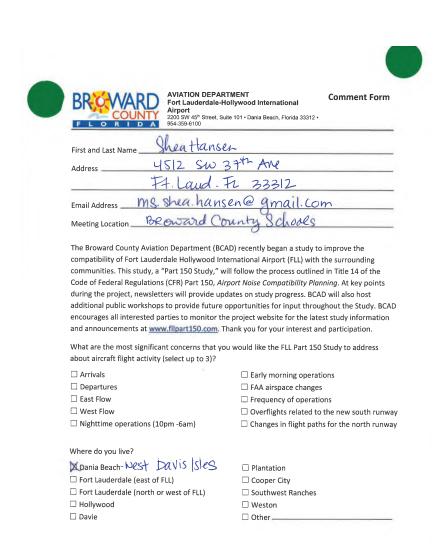
Please drop this form in the Comment Box at the Public Workshop, or mail by December 1, 2017 to: Fort Lauderdale-Hollywood International Airport, Aviation Department - Part 150 Study 2200 SW 45th Street, Suite 101 Dania Beach, Florida 33312

Please note: All comments may be made publicly available,

Page 626 June 2019

P-465: Shea Hansen

COMMENT RESPONSE



Dear Shea Hansen:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-11: FLL Noise Insulation Program

Page 627 June 2019

P-465: Shea Hansen (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45º 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 bavis Islis, we happen to be
just onteide of the mitigation area, yet we
experience the same camount of moise
as residents to the east of us. We feel
we should be included in the Nase Mitigation
As a resident of bavis Ishs, we happen to be just entrace of the Mitigation area, yet we experience the same amount of moise as residents to the last of us. We free use should be included in the Nasc Mitigation program. We greatly anticipate the results of the new worse contour study. I am doo greatly concerned with the upcoming reconstruction of the North Lunway as it will put all the braffic on the South Surway for atleast 5 months -24/7
the new doise contour study.
I am aso greatly concerned with the
upcoming reconstruction of the North lunway
as it will put all the traffic on the
South Sunway for atteast 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.

Page 628 June 2019

P-466: Mitchell Ryan Stone

COMMENT RESPONSE

	11-14
Airport	RTMENT Hollywood International uite 101 - Dania Beach, Florida 33312 -
First and Last Name Mitchell Ryan S	itone
Address 501 E Dania Beach B	
Donia Beach, FC 3300	20
Email Address M. Tyanstone 240	
	y at the ont
Meeting Location Ann Kolb	
encourages all interested parties to monitor the and announcements at www.fllpart150.com .	opportunities for input throughout the Study. BCAD ne project website for the latest study information
about aircraft flight activity (select up to 3)?	
☐ Arrivals	Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	☐ Frequency of operations
West Flow	Overflights related to the new south runway
☑ Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	
Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
□ Davie	Other

Dear Mitchell Ryan Stone:

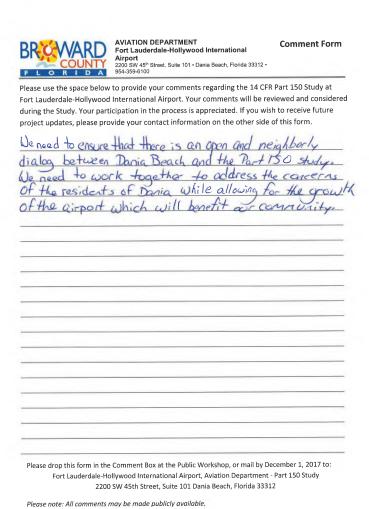
Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-7: Public Meetings/Administrative/Communication

Page 629 June 2019

P-466: Mitchell Ryan Stone (continued)

COMMENT CONTINUED



Page 630 June 2019

P-467: Milton Anton

COMMENT RESPONSE

Airport	RTMENT Hollywood International Suite 101 • Dania Beach, Florida 33312 •
First and Last Name witch	Anton
Address 1900 Van Buc	en et en
+20114WOOD ST 336	O.C.
Email Address Scoonthers	6 doj. Com
Meeting Location	(onte
during the project, newsletters will provide up additional public workshops to provide future	e opportunities for input throughout the Study. BCAD he project website for the latest study information
What are the most significant concerns that year about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	☐ Early morning operations
☐ Departures	FAA airspace changes
☐ East Flow	Frequency of operations
West Flow	Overflights related to the new south runway
Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
Delollywood	☐ Weston
☐ Davie	☐ Other

Dear Milton Anton:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-7: Public Meetings/Administrative/Communication

Page 631 June 2019

P-467: Milton Anton (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street Suite 101 • Dania Beach Florida 33

Comment Form

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

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.

The biggest complaint 15 have a the Area of attendence. I that go misers the host by not replaining in all your host by the stratus of that Go. 8:30 O. I not man have at the format has the format the format has the format that the format has the format and the format and the format and format for the format and format for the format and format for the format and format to being a part of the transmit of the format and format

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.

P-468: Ebenere Faloden

COMMENT RESPONSE

Airport	Hollywood International
2200 SW 45th Street, St F L O R I D A 954-359-6100	uite 101 • Dania Beach, Florida 33312 •
First and Last Name Ebeneze	faladis
Address 2d SW 68 Tes	Maso
Address 201 00 DC1	7,60-0
- 0	7
Email Address Se yolalodu @gr	neil Com
Meeting Location Anne Kolls Notice	Conjec
Meeting Location	Center
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future	opportunities for input throughout the Study. BCAD ne project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	☐ Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	\square Frequency of operations
☐ West Flow	Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
Hollywood	☐ Weston
☐ Davie	☐ Other

Dear Ebenere Faloden:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 2-9: Changes to Airport Operations

Page 633 June 2019

P-469: Kevin Geehan

COMMENT RESPONSE

Airport	RTMENT Hollywood International Suite 101 - Dania Beach, Florida 33312 -
First and Last Name Kevin Geche	*16
Address 8100 Cleary Blud	
	-
Email Address Cevin Squehan @	gmail.com
Meeting Location Plantation	
encourages all interested parties to monitor t and announcements at www.fllpart150.com .	e opportunities for input throughout the Study. BCAD he project website for the latest study information
☐ Arrivals	Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	☐ Frequency of operations
₩est Flow	\square Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	\square Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☑ Plantation
\square Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

Dear Kevin Geehan:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations

Page 634 June 2019

P-470: John & Lisa Barter

COMMENT RESPONSE

Airport	TMENT Comment Form ollywood International lite 101 - Dania Beach, Florida 33312 -
F L O R I D A 954-359-6100	Salid Beach, Fords 55512
First and Last Name John & L Address 7180 SW 18th & Photodron, Fl Email Address Broken Door 4 Meeting Location Delke Aug	33317 Dellsouth. not
Meeting Location Derric qua	W
during the project, newsletters will provide up additional public workshops to provide future	ernational Airport (FLL) with the surrounding ill follow the process outlined in Title 14 of the process outlined in Title 14 of the process outlined in Title 14 of the process of the pr
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	u would like the FLL Part 150 Study to address
☐ 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	☐ Plantation ☐ Cooper City ☐ Southwest Ranches ☐ Weston
□ Davie	Other

Dear John and Lisa Barter:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint

Page 635 June 2019

P-470: John & Lisa Barter (continued)

COMMENT CONTINUED



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.

N runway.
How the plans their NW turn over
the glades like they use to.

of Lenwersty Dr. Causing excessive noise level the to the increased thrust level in the motor to give it lift.

Can't enjoy being outside). Can't keep windows open. Can't quen have a Conversation intil planes pass.

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.

P-471: Dale Wilson

COMMENT RESPONSE

PD AVIATION DEPART	MENT Comment Form
Airport	2 101 • Dania Beach, Florida 33312 •
F L O R I D A 954-359-6100	101 • Dania Beach, Florida 33312 •
Dla Wilcon	
First and Last Name Joke Wilson	
Address 681 DW 15 Icrrac	€
Plantation FL 333	517
Email Address real ptysolutions	marlang
D1 11	5 (mo), (d), (1)
Meeting Location Plantation	
The Broward County Aviation Department (BCAI	O) recently began a study to improve the
compatibility of Fort Lauderdale Hollywood Intel	
communities. This study, a "Part 150 Study," will	
Code of Federal Regulations (CFR) Part 150, Airp	ort Noise Compatibility Planning. At key points
during the project, newsletters will provide upda	ates on study progress. BCAD will also host
	pportunities for input throughout the Study. BCAD
encourages all interested parties to monitor the	
and announcements at www.fllpart150.com. The	ank 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	$\hfill \square$ Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	🗷 Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☑ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
□ Hollywood	☐ Weston
□ Davie	Other

Dear Dale Wilson:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 1-10: NCP Recommendations

Page 637 June 2019

P-471: Dale Wilson (continued)

COMMENT CONTINUED COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street Suite 101 - Dania Reach Florida 33:

Comment Form

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

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.

Additional noise monitoring stations should be installed along I-595 on the north side between University Drive and the Florida Tumpike.
installed slong I-595 on the north side between
University Drive and the Florida Turnnike.
The current 15° turn used in western departures should
The curvent 15° turn used in Western departures should be extended much farther west before the turn is
made.

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.

Page 638

P-472: Dave Goldman

COMMENT RESPONSE

BROWARD AVIATION DEPAR Fort Lauderdale-H	TMENT Comment Form lollywood International
COUNTY Airport 2200 SW 45th Street, Su	uite 101 • Dania Beach, Florida 33312 •
F L O R I D A 954-359-6100	
First and Last Name DAVE Gol	DMAN
Address 5761 5 W 13 5	
Plantation F1	
Email Address GOBY 522 @	9 mail-com
7 12-	J
Meeting Location	
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future	remational Airport (FLL) with the surrounding rill follow the process outlined in Title 14 of the report Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD ee project website for the latest study information hank you for your interest and participation.
☐ Arrivals	☑ Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	☐ Frequency of operations
₩ West Flow	Overflights related to the new south runway
Nighttime operations (10pm -6am)	Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	A Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	□ Weston
	Other

Dear Dave Goldman:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-5: Existing/General Noise Complaint
- 2-8: Aircraft Altitude
- 3-4: Fuel Residue/Soot

Page 639 June 2019

P-472: Dave Goldman (continued)

COMMENT CONTINUED



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.

This Noise level and low
flying Aircraft is a disgrace to
our J city. We like Jout horse
thinking we will not be pollated with
noise and gircraft fined. 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,
moved here in 1719,
FIX THIS
FIX IIII)

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.

Page 640 June 2019

P-474: Tony & Beth Martins

COMMENT RESPONSE

RRYAND AVIATION DEPAR	RTMENT Comment Form
Airport	uite 101 • Dania Beach, Florida 33312 •
First and Last Name Town 5 Bet	h Martins
Address 1941 8W73 A	ive. Plantation, FL. 33317
Email Address Hoinm @ Com	cast. net
Meeting Location Deicke	W. William
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future	ternational Airport (FLL) with the surrounding vill follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD ne project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	☐ Early morning operations
M Departures	☐ FAA airspace changes
☐ East Flow	\square Frequency of operations
☐ West Flow	Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	Plantation
\square Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
□ Davio	□ Other

Dear Tony & Beth Martins:

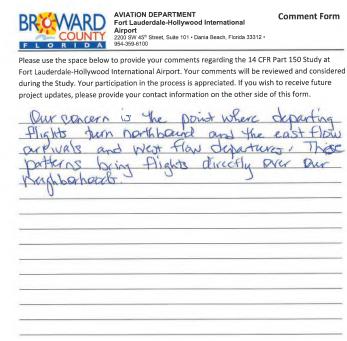
Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 2-1: Arrivals
- · 2-2: Departures

Page 641 June 2019

P-474: Tony & Beth Martins (continued)

COMMENT CONTINUED



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,

P-475: John Skroch

COMMENT RESPONSE

RRYAND AVIATION DEPAR	RTMENT Comment Form
Airport	uite 101 • Dania Beach, Florida 33312 •
F L O R I D A 954-359-6100	
First and Last Name Sohn S	kroch
Address 5961 SW 1844	54.
Plantation, FC 33	317
Email Address	40/100, com
Meeting Location Plantifica	7
Weeting Location	
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future	ternational Airport (FLL) with the surrounding vill follow the process outlined in Title 14 of the rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation.
about aircraft flight activity (select up to 3)?	,
☐ Arrivals	☐ Early morning operations
▼ Departures	☐ FAA airspace changes
☐ East Flow	☐ Frequency of operations
Ϫ West Flow	$\hfill \square$ Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	🔀 Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	🗷 Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

Dear John Skroch:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations

Page 643 June 2019

P-475: John Skroch (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

Comment Form

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

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.

Departing Flights Wastbourd From the North runway are turning worth to early. It night be time to consider moving the Airport to a less populous area.
North runway are turning worth to
early. If might be time to
consider moving the Airport to a
less populous area.

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.

P-476: Michael Capelli

COMMENT RESPONSE

RROWARD AVIATION DEPARTM	
Airport	•
F L O R I D A 954-359-6100	101 • Dania Beach, Florida 33312 •
W. L. V C.	\\·
First and Last Name	
Address 828 CRESTUZEW	IRCIK
MESTON PC 333	27
Email Address Michael j. Ca	selli egnail.com
Meeting Location PLANSATEN	, 0
weeting Location	
The Broward County Aviation Department (BCAD compatibility of Fort Lauderdale Hollywood Intercommunities. This study, a "Part 150 Study," will Code of Federal Regulations (CFR) Part 150, Airpoduring the project, newsletters will provide updated additional public workshops to provide future open courages all interested parties to monitor the pand announcements at www.fllpart150.com . That What are the most significant concerns that you about aircraft flight activity (select up to 3)?	national Airport (FLL) with the surrounding follow the process outlined in Title 14 of the part Noise Compatibility Planning. At key points tes on study progress. BCAD will also host portunities for input throughout the Study. BCAD project website for the latest study information ink you for your interest and participation.
☐ Arrivals	☐ Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	\square Frequency of operations
West Flow	Overflights related to the new south runway
Nighttime operations (10pm -6am)	\square Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	Weston
☐ Davie	Other

Dear Michael Capelli:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 2-5: Existing/General Noise Complaint

Page 645 June 2019

P-476: Michael Capelli (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

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.

CAMY IN DAVIE AND THE AIR NOISE PARTICUL	An
AT NIGHT HAS BEEN UNDESTREAME, PLEASE INDY AND MAKE RECOMMENDATION TO MAKE THEN PARK	
USAGE AGAIN	
USAISCE ACIDEN	

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,

P-477: Roger Habekorn

COMMENT RESPONSE

Airport	Hollywood International
2200 SW 45th Street, S F L O R I D A 954-359-6100	Suite 101 • Dania Beach, Florida 33312 •
(2)	Q I
First and Last Name	perforh
Address 5/2/50/	6th Court
Plantation, Fo	1-33317
Email Address	,
Marchant	, =
Meeting Location 7/001 Tall	102
communities. This study, a "Part 150 Study," Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide upadditional public workshops to provide future encourages all interested parties to monitor to the community of the communit	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points
What are the most significant concerns that y about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	XEarly morning operations
Departures	FAA airspace changes
East Flow	requency of operations
West Flow	overflights related to the new south runway
Nighttime operations (10pm -6am)	Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
□ Davie	Other

Dear Roger Habekorn:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

P-477: Roger Habekorn (continued)

COMMENT CONTINUED

3R C WARD	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 •
FLORIDA	22/0 SW 45" Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100
lease use the space below	to provide your comments regarding the 14 CFR Part 150 Study at
	International Airport. Your comments will be reviewed and considered
	icipation in the process is appreciated. If you wish to receive future
roject updates, please pro	vide your contact information on the other side of this form.
No oddite	of Hontation

Page 648 June 2019

Please note: All comments may be made publicly available,

P-478: Linda & Richard Stoddard

COMMENT RESPONSE

Airport	RTMENT Comment Form lollywood International uite 101 - Dania Beach, Florida 33312 -
1 1	21 101
First and Last Name Amd A	ickned Hoddard
Address //// S.W. 744	h Terrace
Plantation, FL 33	317
Email Address Stoddgrd _ 11	ndale, yahoo, com
Meeting Location Detake 1	Inditorium, Plantation
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide upadditional public workshops to provide future	ternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	☐ Early morning operations
Departures	☐ FAA airspace changes
☐ East Flow	☐ Frequency of operations
West Flow	Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
□ Davio	□ Othor

Dear Linda & Richard Stoddard:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

Page 649 June 2019

P-478: Linda & Richard Stoddard (continued)

COMMENT CONTINUED

Comment Form



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

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

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 the bluest were of your current activity shart - at the corners of law to shart - at the corners of law the planes initiate their northward turn and the noise actually ares from the south all the way around our house. We cannot have conversation en our path or in the tamily room if the windows are open. It the windows are open. It the windows are open. It the windows are obseed we still have to turn the I'V. to a higher volume. It heavy take off in the same how the noise from the first plane is diminishing. So it is constant - every 2 minutes at peak times. And if is always at the lovelist time of the year that we have the word winds that prompt the take offs over us.

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,

Page 650 June 2019

P-479: Russell Pressey

COMMENT RESPONSE

Airport	RTMENT Comment Form Hollywood International uite 101 - Dania Beach, Florida 33312 -
First and Last Name Russell Res	SSEM
Address 6660 Sw 2071 St	- Plantation, FL 33317-5105
Email Address mrpressey onet	
Meeting Location Dieke Aud Planto	ation, FL
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.flipart150.com .	ternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points obtates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation.
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	☐ Early morning operations
Departures	☐ FAA airspace changes
☐ East Flow	Frequency of operations
West Flow	\square Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	\square Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

Dear Russell Pressey:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

Page 651 June 2019

P-479: Russell Pressey (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

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 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. Maving the flight-north would
give a greater time for the planes to lift and
that means that their engines will not be straining
I would like planes on the worth 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.
due to the frequency of overflights. If I open
the windows for fresh air, the planes make me
regret it within a few minutes.

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.

P-480: Dexter F. George

COMMENT RESPONSE

Airport	RTMENT Hollywood International uite 101 • Dania Beach, Florida 33312 •
First and Last Name DEXTER	F. GEORGE
Address 5841 8W 17 0	COUNT
₩E.C.C.D	0.1.1.1.1
Email Address OCALDICALE	@ ACL.COM
Meeting Location DEICKE A	DONTORUM - PLANTATION
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.fllpart150.com . What are the most significant concerns that you	will follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points adates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD ne project website for the latest study information
about aircraft flight activity (select up to 3)?	
☐ Arrivals	☐ Early morning operations ☑ FAA airspace changes
☐ Departures ▼ East Flow	
□ West Flow	 ☐ Frequency of operations ☐ Overflights related to the new south runway
■ Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (least of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
□ Davie	☐ Other

Dear Dexter F. George:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-3: East Flow
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations

Page 653 June 2019

P-481: Juon & Jim Ankston

COMMENT RESPONSE

Airport	RTMENT Hollywood International Luile 101 - Dania Beach, Florida 33312 -
First and Last Name Just 5 Jac. Address 5860 SW 13 TH S:	
PLANTATION, FC	33317-5342
Email Address	
Meeting Location PLANTATON	
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide upadditional public workshops to provide future	iternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ 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	Plantation
\square Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
Hollywood	☐ Weston
□ Davio	Other

Dear Juon & Jim Ankston:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 2-4: West Flow

Page 654 June 2019

P-481: Juon & Jim Ankston (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street Suite 101 - Dania Beach Florida 33

Comment Form

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

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.

WAS ALWAYS UNDER THE IMPRESSION AIRCRAFT

DEPART NO TOWARD THE WEST WERE TO NOT TURN

NORTH UNTIL OVER "THE EVERGLADES", IE, US 27,

UNCESS DING TO STORMS OUT WEST.

SEEMS LIKE EARLY MOGNING FLIGHTS ARE NOW

THRING NORTH BEFORE US 441 CORRIDOR &

THERE FORE GOING DIRECTLY OVER RESIDENTIAL

ARFAS IN PLANTATION!

DURING THE DAY THEY GO ON OUT WHERE THEY

ARE SUPPOSED TO F THEREFORE ARE SELDON A

PROBLEM.

MAYBE IT IS A SUPERVISION PROBLEM & WHAT

THEY CAN GET AWAY WITH WHEN NO ONE

15 WATCHING"

Ja Pinkston

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.

Page 655

P-482: Graham Sharman

COMMENT RESPONSE

Airport	MENT Illywood International e 101 • Dania Beach, Florida 33312 •
First and Last Name GRAHAM S	HARMAN
Address 17415W 56 AUE F	
Email Address a sharman ac	omeast.net
Email Address g. sharmanoco Meeting Location Dische and	torium Plantation
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The	Il follow the process outlined in Title 14 of the port Noise Compatibility Planning. At key points ates on study progress. BCAD will also host pportunities for input throughout the Study. BCAD project website for the latest study information lank you for your interest and participation.
What are the most significant concerns that you about aircraft flight activity (select up to 3)?	would like the FLL Part 150 Study to address
☐ 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 Thanges 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	☐ Cooper City ☐ Southwest Ranches ☐ Weston ☐ Other

Dear Graham Sharman:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-4: ANOMS (Aircraft Noise and Operations Monitoring System)
- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations

1 20

P-482: Graham Sharman (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

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

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.

hear jun	maps the	Furnpil	re + I	595.	This is
showe sign	rificant	noise	occo ~	s in	W.
provaili	ng wind				
late nigh	t noise	ofter	(Opn	has	increased

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.

P-483: Ali & Phyllis Andalib

COMMENT RESPONSE

BROWARD AVIATION DEPAR	RTMENT Comment Form
	uite 101 • Dania Beach, Florida 33312 •
First and Last Name Ali + Phylli Address 1460 SW 577h	s Andalib Ave.
Plantation, Fl. 332	.17
Email Address ali, a. andalib @	amail, com
Meeting Location Doilse anditoria	A-
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work are the most significant concerns that you	opportunities for input throughout the Study. BCAD ne project website for the latest study information
about aircraft flight activity (select up to 3)?	/
Arrivals	Tearly morning operations
Departures East Flow	☐ FAA airspace changes ☐ Frequency of operations
☐ West Flow	 Overflights related to the new south runway
Mighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	/
☐ Dania Beach	[] Plantation
\square Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

Dear Ali & Phyllis Andalib:

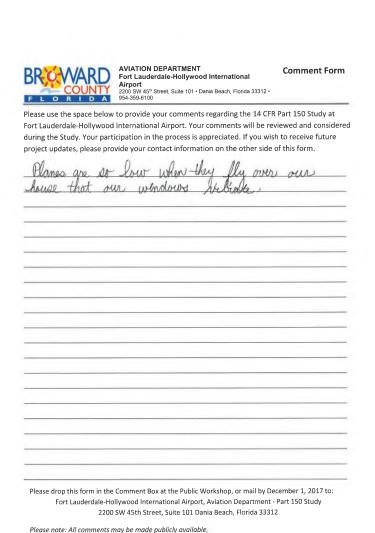
Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-8: Aircraft Altitude
- 3-5: Vibration

Page 658 June 2019

P-483: Ali & Phyllis Andalib (continued)

COMMENT CONTINUED



Page 659 June 2019

P-484: Jim Sanders

COMMENT RESPONSE

Airport	RTMENT Hollywood International Comment Form uite 101 • Dania Beach, Fiorida 33312 •
First and Last Name Jim Sander	3
Address 2412 Cat Cay Lo	
Address CL (2)	277.7
FF Calla FE	33312
Email Address BAG 4@ gmail co	~
Meeting Location	
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . To the provincements at www.fllpart150.com .	opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation.
What are the most significant concerns that yo bout aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	☐ Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	Frequency of operations
West Flow	Overflights related to the new south runway
Nighttime operations (10pm -6am)	Changes in flight paths for the north runway
Vhere do you live?	
Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
,	☐ Southwest Ranches
Fort Lauderdale (north or west of FLL) Hollywood	· · ·

Dear Jim Sanders:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 660 June 2019

P-484: Jim Sanders (continued)

COMMENT CONTINUED

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. Sanders 2412 Cat Cay Lane, FTL, IL

My Name & 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.

- 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 IS95. 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.
- 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". [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.
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.4
- 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.

Page 661 June 2019

Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

¹Environmental impact Study 2008, Page 6C-20: "Runway 91.27R 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

³ EIS 2008: Appendix H, Page H.1-6 TM29

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-485: Judy Seiler

COMMENT RESPONSE

Airport	RTMENT Hollywood International Suite 101 • Dania Beach, Florida 33312 •
F L O R I D A 954-359-6100	Suma Odduli, Fluitud 33312 *
First and Last Name Judy Seiler	
Address 2424 Tortugas	1.
n.	
It land 333	12,
Email Address	
Meeting Location Signature C	Start
J	- 1
code of rederal Regulations (CFR) Part 150, A	irport Noise Compatibility Planning. At key points
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.flipart150.com .	odates on study progress. BCAD will also host epportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than and announcements at www.fllpart150.com . What are the most significant concerns that year.	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.flipart150.com . What are the most significant concerns that years with the most significant concerns the most significant concerns that years with the most significant concerns the most significan	odates on study progress. BCAD will also host epportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.flipart150.com . What are the most significant concerns that yeabout aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host epportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than and announcements at www.fllpart150.com . What are the most significant concerns that year about aircraft flight activity (select up to 3)? Arrivals Departures	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than dannouncements at www.fllpart150.com . What are the most significant concerns that year about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	odates on study progress. BCAD will also host copportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than and announcements at www.fllpart150.com . What are the most significant concerns that year about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than and announcements at www.fllpart150.com . What are the most significant concerns that year about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	odates on study progress. BCAD will also host copportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.flipart150.com . What are the most significant concerns that year about aircraft flight activity (select up to 3)? Arrivals Departures Bast Flow West Flow Nighttime operations (10pm -6am) Where do you live?	odates on study progress. BCAD will also host copportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.flipart150.com . What are the most significant concerns that year about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than and announcements at www.fllpart150.com . What are the most significant concerns that year about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than dannouncements at www.fllpart150.com . What are the most significant concerns that year about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runward Changes in flight paths for the north runward Plantation Cooper City

Dear Judy Seiler:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 662 June 2019

P-485: Judy Seiler (continued)

COMMENT CONTINUED

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

My Name & Address: Uvely Soiler 2424 Tortugas

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 IS95. 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.
- 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". [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.
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT
- 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.

Page 663 June 2019

Letter from Kent George to Mayor Jack Seller, August 3, 2015.
Environmental Impact Study 2008, Page 6C-20: "Runway 91.27R 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

³ EIS 2008: Appendix H, Page H.1.6 TM29

*Maini ACT and Fort Lauderdale ACT eletter dated August 3, 2015. Also states, Page 3, "the 290 (west) heading must be used for all departures to gates ARRES/ZAPP/APAIMA (sig1 and 275 MMATE (sig1).

P-486: Kevin-Michael Wolfer

COMMENT RESPONSE

Airport	RTMENT Hollywood International Comment Form Suite 101 • Dania Beach, Florida 33312 •
First and Last Name Kevin - Mid	hael Wolfer
Address 2401 Cat Cay La	
Email Address Singerkevih micha-	ela guallicen
Meeting Location Significe One	
during the project, newsletters will provide up	
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than dannouncements at www.filpart150.com . What are the most significant concerns that ye	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than an announcements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than dannouncements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than an announcements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Barly morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . What are the most significant concerns that yeabout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Barly morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . What are the most significant concerns that yeabout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Barly morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . What are the most significant concerns that yeabout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . What are the most significant concerns that yeabout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAL he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . What are the most significant concerns that yeabout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAL he project website for the latest study information. Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa Plantation Cooper City

Dear Kevin-Michael Wolfer:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 664 June 2019

P-486: Kevin-Michael Wolfer (continued)

COMMENT CONTINUED

Comment for the BCAD Part 150 Study

_quest 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: Ferm Michael Water 2401 Cat Cay Lane My email address: 5 inger Kavin Michael & June 1-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 1595. 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 FLI)". ¹ 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". [emphasis added].
- 4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and <u>only one</u> noise reading was taken for the EIS: for an arrival on Tortugas Lane.³
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.⁴
- 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.

ernational Airport Page 665 June 2019

¹Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

¹Environmental Impact Study 2008, Page 6C-20: "Runway 91.27R 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."

³ EIS 2008: Appendix H, Page H.1-6 TM29

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-487: Dirk Lowry

COMMENT **RESPONSE**

Airport	RTMENT Hollywood International uite 101 - Dania Beach, Florida 33312 •
First and Last Name	UNT-
Address 2012 Binini	Love
F7. L	
Email Address 2100017	Clonest - Not
Email Address Alowy 137 Meeting Location Significant	Gran O
ivideting Location	
encourages all interested parties to monitor the and announcements at www.fllpart150.com .	
encourages all interested parties to monitor to and announcements at www.fllpart150.com . What are the most significant concerns that ye	ne project website for the latest study information
encourages all interested parties to monitor the and announcements at www.flipart150.com . What are the most significant concerns that year bout aircraft flight activity (select up to 3)?	ne project website for the latest study information Thank you for your interest and participation.
encourages all interested parties to monitor the and announcements at www.fllpart150.com . What are the most significant concerns that year bout aircraft flight activity (select up to 3)?	ne project website for the latest study information Fhank you for your interest and participation. Dou would like the FLL Part 150 Study to address
encourages all interested parties to monitor ti and announcements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	ne project website for the latest study information Thank you for your interest and participation. Du would like the FLL Part 150 Study to address Early morning operations
encourages all interested parties to monitor the and announcements at www.fllpart150.com . What are the most significant concerns that year out of the work of the wor	ne project website for the latest study information Thank you for your interest and participation. Du would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
encourages all interested parties to monitor the and announcements at www.fllpart150.com . What are the most significant concerns that year out of the work of the wor	ne project website for the latest study information Flank you for your interest and participation. Du would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
encourages all interested parties to monitor ti and announcements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	ne project website for the latest study information Flank you for your interest and participation. Du would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
encourages all interested parties to monitor to and announcements at www.filpart150.com . What are the most significant concerns that your about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	ne project website for the latest study information Fhank you for your interest and participation. Du would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
encourages all interested parties to monitor to and announcements at www.filpart150.com . What are the most significant concerns that your about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	ne project website for the latest study information Thank you for your interest and participation. Dou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
encourages all interested parties to monitor to and announcements at www.fllpart150.com . What are the most significant concerns that your about aircraft flight activity (select up to 3)? Arpivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	ne project website for the latest study information Fhank you for your interest and participation. Du would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
encourages all interested parties to monitor to and announcements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arpivals Departures East Flow	ne project website for the latest study information Flank you for your interest and participation. Du would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway Plantation Cooper City

Dear Dirk Lowry:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 3-3: Impact on Property Values
- · 3-4: Fuel Residue/Soot

In addition to the information referenced above, the following discussion addresses your comment.

Safety

The mission of the FAA is to provide the safest, most efficient airspace system in the world. The role of the FAA Airports organization in meeting this goal is to provide leadership in planning, and developing a safe and efficient national airport system to satisfy the needs of aviation interests.

Flight tracks are designed for airspace and airport safety and efficiency, and aircraft must follow these tracks in order to operate and land safely. The airspace surrounding FLL is structured so that arriving aircraft can be safely and efficiently transitioned from the en route environment to the approach control environment and eventually to the airfield. Likewise, the airspace is structured so that departing aircraft can transition from the airfield to the terminal environment and ultimately to the en route environment. Standard Terminal Arrival Routes (STARs) and Departure Procedures (DPs) simplify and expedite safe arrival and departure procedures in airspace. Aircraft flying in and out of FLL follow these routes to ensure the safest transition to and from FLL.

P-487: Dirk Lowry (continued)

COMMENT CONTINUED



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 minimumal 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.



Page 667 June 2019

P-488: James Clamges

COMMENT RESPONSE

	TMENT Comment Form ollywood International
COUNTY 2200 SW 45 th Street, Su 954-359-6100	ite 101 • Dania Beach, Florida 33312 •
First and Last Name James Cl	anges
Address 2423 Cat Cay L	n
Et land 3	3312
Email Address jameya sundance	happher su com
Meeting Location Statute G	rand
	opportunities for input throughout the Study. BCA
additional public workshops to provide future	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCA e project website for the latest study information hank you for your interest and participation.
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCA e project website for the latest study information hank you for your interest and participation.
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . To What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCA e project website for the latest study information hank you for your interest and participation. u would like the FLL Part 150 Study to address
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCA e project website for the latest study information hank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCA e project website for the latest study information hank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the wo	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCA e project website for the latest study information hank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwards.
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . To What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCA e project website for the latest study information hank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwards.
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of th	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCA e project website for the latest study information hank you for your interest and participation. u would like the FLL Part 150 Study to address BEARLY morning operations FAA airspace changes Frequency of operations Overflights related to the new south runward Changes in flight paths for the north runward.
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of th	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCA e project website for the latest study information hank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runward Changes in flight paths for the north runward.

Dear James Clamges:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 668 June 2019

P-488: James Clamges (continued)

COMMENT CONTINUED

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 Clauges 2423 Cat Coy Lare
My email address: Samey & sundancemy control fort Lawrence for \$3312

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 FLI)". ¹ 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". [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.
- $5. \ \, \text{There is } \textbf{no mention} \text{ of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.}^{4}$
- 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.

Page 669 June 2019

¹Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

¹Environmental Impact Study 2008, Page 6C-20: "Runway 91.27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 98/27. departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures."

EIS 2008: Appendix H, Page H.1-6 TM2

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-489: Karen Rames

COMMENT RESPONSE

	RTMENT Comment Form
COUNTY 2200 SW 45th Street, S 954-359-6100	Suite 101 • Dania Beach, Florida 33312 •
K. P.	Es (1)
First and Last Name aren la	mes
Address 2530 Guifstrea	in lane
Fox Landerdale	FL 33312
Email Address Kgrames e a	itt. net
Calin	Card
Meeting Location	Jue
during the project, newsletters will provide up	
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com .	opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com .	opportunities for input throughout the Study. BCAI he project website for the latest study information
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y	e opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)?	opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals	e opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures	e opportunities for input throughout the Study. BCAI the project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address ### Early morning operations FAA airspace changes Frequency of operations
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	e opportunities for input throughout the Study. BCAI the project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	e opportunities for input throughout the Study. BCAI the project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address ##Early morning operations ##FAA airspace changes ##Frequency of operations ##Overflights related to the new south runware.
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm-6am)	e opportunities for input throughout the Study. BCAI the project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	e opportunities for input throughout the Study. BCAI the project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
additional public workshops to provide future encourages all interested parties to monitor to and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	e opportunities for input throughout the Study. BCAI the project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa Plantation
additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm-6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	e opportunities for input throughout the Study. BCAI the project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa Plantation Cooper City

Dear Karen Rames:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 670 June 2019

P-489: Karen Rames (continued)

COMMENT CONTINUED

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: Jaren Rames 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.

- 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 IS95. 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.
- 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].
- 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.
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.4
- 6. These new departures were implemented with no public input from our community,

Kramese aff. net

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.

Page 671 June 2019

¹Environmental 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 North. The additional turns are needed to obtain minimum separation during simultaneous

³ EIS 2008: Appendix H, Page H.1-6 TM29

⁴Miami 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-490: Anker Pearce

COMMENT RESPONSE

Airport	RTMENT Hollywood International Lite 101 • Dania Beach, Fiorida 33312 •
At Post	
First and Last Name	1 =
Address 2431 Whate Har	.50
Email Address	C 1
Meeting Location Signature	<u>Orano</u>
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future	opportunities for input throughout the Study. BCAD ne project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	Early morning operations
Departures	FAA airspace changes
☐ East Flow	☐ Frequency of operations
West Flow	Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

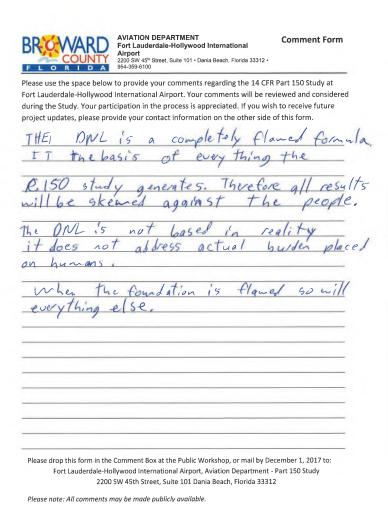
Dear Anker Pearce:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-9: Part 150 Regulations/FAA Guidelines

P-490: Anker Pearce (continued)

COMMENT CONTINUED



Page 673 June 2019

P-491: Khalil Maurice Nasser

COMMENT RESPONSE

A /A D D AVIATION DEPAR	RTMENT Commont So
	follywood International Comment Fo
	uite 101 • Dania Beach, Florida 33312 •
First and Last Name 144AUL M	AULICE NASSER
Address 2448 NASSAU L	ANS
FORT LAUDSTEDA	UE, FL 3331Z
Email Address Imnasser @	uchoo com
Meeting Location 600 58 3rd	Ave Fort Landerde
during the project, newsletters will provide up additional public workshops to provide future	dates on study progress. BCAD will also host opportunities for input throughout the Study.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.flipart150.com . T	dates on study progress. BCAD will also host opportunities for input throughout the Study. the project website for the latest study informat hank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T	opportunities for input throughout the Study. The project website for the latest study informat Thank you for your interest and participation. The would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	dates on study progress. BCAD will also host opportunities for input throughout the Study. the project website for the latest study informat hank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	dates on study progress. BCAD will also host opportunities for input throughout the Study. It project website for the latest study informat shank you for your interest and participation. In would like the FLL Part 150 Study to address Early morning operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures	dates on study progress. BCAD will also host opportunities for input throughout the Study. It is project website for the latest study information in would like the FLL Part 150 Study to address and participation. It is better that the FLL Part 150 Study to address are said participation. It is a support of the FAA airspace changes FAA airspace changes
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.flipart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	dates on study progress. BCAD will also host opportunities for input throughout the Study. Ite project website for the latest study information in a would like the FLL Part 150 Study to address and participation. It would like the FLL Part 150 Study to address are said provided in the FAA airspace changes FAA airspace changes Prequency of operations Overflights related to the new south response properties.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	dates on study progress. BCAD will also host opportunities for input throughout the Study, le project website for the latest study informat hank you for your interest and participation. In would like the FLL Part 150 Study to address are Early morning operations.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.flipart150.com . The What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	dates on study progress. BCAD will also host opportunities for input throughout the Study. Ite project website for the latest study information in any output of the latest study information in would like the FLL Part 150 Study to address and participation. It would like the FLL Part 150 Study to address and participations FAA airspace changes Frequency of operations Overflights related to the new south response in the study of the set of the new south response in the study of the set of the new south response in the set of the new set of the new south response in the set of the new south response in the set of the new set of the
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	dates on study progress. BCAD will also host opportunities for input throughout the Study. Ite project website for the latest study informat thank you for your interest and participation. It would like the FLL Part 150 Study to address are Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south rust Changes in flight paths for the north rust.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.flipart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	dates on study progress. BCAD will also host opportunities for input throughout the Study, le project website for the latest study informat thank you for your interest and participation. In would like the FLL Part 150 Study to address are Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south rust Changes in flight paths for the north rust.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	dates on study progress. BCAD will also host opportunities for input throughout the Study. Ite project website for the latest study informatic hank you for your interest and participation. But would like the FLL Part 150 Study to address are said a single participation. FAA airspace changes FAA airspace changes Coverflights related to the new south recovered the said of the single paths for the north recovered the said of the single paths for the north recovered the said of the sai

Dear Khalil Maurice Nasser:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations

Page 674 June 2019

P-491: Khalil Maurice Nasser (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

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

954-359-6100

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
	At right, on a good day, with good visibility, no weather related levents or NOTAM'S, yet All keeps assigning a 290 departure heading from running 28K
	assigning a 290 depetitor heading from way 28K
	even when south navy 28L has light vage or no vaye (becare it closes from 10pm to 6 and)!
	vaye (becare it closes from 10pm to 6 and)!
	There is no separation concern, no weather concern,
	Why? 275 should be issued all times in these situations
2)	Sume thing during duptine, good day, good weather &
	visibility, no smotteneous departures yet Fil keeps
	Sume thing during duythere good day, good weather so visibility, no smathereous deportures yet Fit keeps assigning 290 on 28k, so sometimes 290 on
	28L, both e the sure time.
	200) rom & vic -
3)	Issue 275 depoties on 28R be 3 miles & 3000 H allhore then intuite turns to any
7)	The state of the s
	3 3000 St altitude then milliar tollas to any
	heading SBB COMMENIS ATTACHED.
	- IDO INVINIDATION ALLACADA.

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.

Khaul Maurice Nasse

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]

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 airborneven 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 [sicl 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 airborn.

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 airborn. 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.

P-492: Gloria Stauch

COMMENT RESPONSE

	RTMENT Comment Form Hollywood International
COUNTY 2200 SW 45 th Street, St 954-359-6100	uite 101 • Dania Beach, Florida 33312 •
First and Last Name 600 3	STAWH
Address 3543 Gulsstra	ean W
IT have d 33	3312
Formall Address BATKONS	a labor can
Email Address	a grow con
Meeting Location	
0	
The Broward County Aviation Department (BC	
compatibility of Fort Lauderdale Hollywood In	
communities. This study, a "Part 150 Study," v	
Code of Fodoral Populations (CER) Part 150 Ai	
•	irport Noise Compatibility Planning. At key points
during the project, newsletters will provide up	irport Noise Compatibility Planning. At key points ordates on study progress. BCAD will also host
during the project, newsletters will provide up additional public workshops to provide future	irport Noise Compatibility Planning. At key points ordates on study progress. BCAD will also host
during the project, newsletters will provide up additional public workshops to provide future	irport Noise Compatibility Planning. At key points bdates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com .	irport Noise Compatibility Planning. At key points bdates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com .	irport Noise Compatibility Planning. At key points bdates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	irport Noise Compatibility Planning. At key points bdates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com what are the most significant concerns that you about aircraft flight activity (select up to 3)?	irport Noise Compatibility Planning. At key points obtains on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.filpart150.com . The work of the work	irport Noise Compatibility Planning. At key points obtains on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	irport Noise Compatibility Planning. At key points bedates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	irport Noise Compatibility Planning. At key points obtates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than announcements at www.fllpart150.com . What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	irport Noise Compatibility Planning. At key points obtates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than dannouncements at www.fllpart150.com . What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	irport Noise Compatibility Planning. At key points obtates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.flipart150.com . The work of	irport Noise Compatibility Planning. At key points obtates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.flipart150.com . The work of	irport Noise Compatibility Planning. At key points obtates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than dannouncements at www.fllpart150.com . What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	irport Noise Compatibility Planning. At key points obtates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway Plantation Cooper City

Dear Gloria Stauch:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 676 June 2019

P-492: Gloria Stauch (continued)

COMMENT CONTINUED

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 Inouth be sent to my email address.

My Name & Address:
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.

- 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 1595. 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 FLI)". ¹ This is not being compiled 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". [emphasis added].
- 4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and <u>only one</u> noise reading was taken for the EIS: for an arrival on Tortugas Lane.³
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.⁴
- 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 $\underline{\text{staggers}}$ 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.

Page 677 June 2019

Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

¹Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 98/272 departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

³ EIS 2008: Appendix H, Page H.1-6 TM29

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-493: Ken Stauch

COMMENT RESPONSE

DD AVIATION DEPAR	RTMENT Comment Form
Airport	uite 101 • Dania Beach. Florida 33312 •
F L O R I D A 954-359-6100	uite 101 • Dania Beach, Florida 33312 •
V. SI	101
First and Last Name	uch
Address 2543 Gulfat	Team LN
Ft Land	33312
Email Address Port King	2 Ulban Com
Sign	1,0
Meeting Location	
The Broward County Aviation Department (BC	CAD) recently began a study to improve the
compatibility of Fort Lauderdale Hollywood In	
	will follow the process outlined in Title 14 of the
Code of Federal Regulations (CFR) Part 150, Ai	•
during the project, newsletters will provide up	
during the project, newsletters will provide up additional public workshops to provide future	odates on study progress. BCAD will also host
during the project, newsletters will provide up additional public workshops to provide future	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com .	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com .	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAU he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.flipart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAU he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work significant concerns that you about aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.flipart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.flipart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.flipart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runward Changes in flight paths for the north runward Changes Ch
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runward Plantation
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwar Changes in flight paths for the north runwar Plantation Cooper City

Dear Ken Stauch:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 678 June 2019

P-493: Ken Stauch (continued)

COMMENT CONTINUED

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 Inout be sent to my email address.

My Name & Address: 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.

- 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 1595. 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 FLI)". ¹ 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". [emphasis added].
- 4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and <u>only one</u> noise reading was taken for the EIS: for an arrival on Tortugas Lane.³
- 5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.⁴
- 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.

Page 679 June 2019

¹Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 98/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures."

³ EIS 2008: Appendix H, Page H.1-6 TM29

⁴Miami 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-494: Joni White

COMMENT RESPONSE

Airport	ITMENT Comment Form lollywood International site 101 • Dania Beach, Florida 33312 •
First and Last Name Ton; White	
Address 2435 cut coy lane	(Vardendale Isler)
Ft. Landentale FL 333,	/2
Email Address _ Joni = white & at	
Meeting Location Signature anan	l
	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . T	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD are project website for the latest study information hank you for your interest and participation. bu would like the FLL Part 150 Study to address
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. So would like the FLL Part 150 Study to address
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address are Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. but would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the work of the	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address are Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the work of the	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address are Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the total are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Popartures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address are Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
The state of the s	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address are Early morning operations FAA airspace changes Prequency of operations Overflights related to the new south runway Pchanges in flight paths for the north runway Plantation

Dear Joni White:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-5: General Noise Complaint
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 680 June 2019

P-494: Joni White (continued)

COMMENT CONTINUED

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International 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.

I am awakened of 6:30-7:00 am and hear the planes Los dly all day long over my house when there are west winds OR storms. Naturally this weather Brings lower temporation of when I would like to have my windows open but I cannot have them per because of the Loud noise of the planes digestly over head, we can't hold a conversation with Our reighbors outside of enjoy our patio. We are paisoners in our houses during high temp and also now we are prisoners during coden temperatines due to the Low ! Loud planes, a simple change in the planes wed and higher Before turning north would solve the peoblem. That is what they used to do and it caused I have attached a more in death 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 in Fl land FC 33312 My email address: Juni - 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)". 1 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". [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.3
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT
- 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.

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

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)

¹Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

FIS 2008: Annendix H. Page H 1-6 TM29

P-495: Steve Dolgin

COMMENT RESPONSE

	TMENT Comment Form
	ite 101 • Dania Beach, Florida 33312 •
First and Last Name Steve Dolgin	1
Address	
Address	
1.1	
Email Address Sadolgine ac	ol.com
Email Address Sadolgine ac Meeting Location Signature &	roma Davie
Weeting Location	
during the project, newsletters will provide upon additional public workshops to provide future of	port Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD e project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	u would like the FLL Part 150 Study to address
Arrivals	☐ Early morning operations
☐ Departures	☐ FAA airspace changes
🙇 East Flow	☒ Frequency of operations
☐ West Flow	\square Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live? - will be moving,	undecided
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston

Other____

Dear Steve Dolgin:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-1: Arrivals
- 2-3: East Flow
- 2-6: Frequency of Operations

Page 682 June 2019

☐ Davie

P-496: Angelia Evans

COMMENT RESPONSE

BROWAF	Airport	RTMENT Hollywood International suite 101 • Dania Beach, Florida 3331	Comment Form
First and Last Name	Angelina	Phishryx 200	70028
Address	2631 K	ley LARGO LANCE	
	FORT LA	uderclose, FL3	33/2
Email Address	Line	Ochyden Net	
Meeting Location	Gangh	ene Geandt	
additional public wor encourages all intere	kshops to provide future sted parties to monitor t	odates on study progress. Be opportunities for input three he project website for the I	oughout the Study. BCAI atest study information
additional public wor encourages all intere and announcements What are the most sign	kshops to provide future sted parties to monitor that www.fllpart150.com. gnificant concerns that you	opportunities for input thr	oughout the Study. BCAI atest study information and participation.
additional public wor encourages all intere and announcements What are the most si about aircraft flight a	kshops to provide future sted parties to monitor to at www.fllpart150.com .	opportunities for input thr he project website for the I Thank you for your interest ou would like the FLL Part 1	oughout the Study. BCAI atest study information and participation. 50 Study to address
additional public wor encourages all intere and announcements What are the most si	kshops to provide future sted parties to monitor that www.fllpart150.com. gnificant concerns that you	opportunities for input thr he project website for the I Thank you for your interest	oughout the Study. BCAI atest study information and participation. 50 Study to address rations
additional public wor encourages all intere and announcements What are the most si, about aircraft flight a	kshops to provide future sted parties to monitor that www.fllpart150.com. gnificant concerns that you	opportunities for input thr he project website for the I Thank you for your interest ou would like the FLL Part 1 Early morning ope	oughout the Study. BCAI atest study information and participation. 50 Study to address rations ges
additional public wor encourages all intere and announcements What are the most si, about aircraft flight a	kshops to provide future sted parties to monitor that www.fllpart150.com. gnificant concerns that you	opportunities for input thr he project website for the I Thank you for your interest ou would like the FLL Part 1 Early morning ope FAA airspace chan Frequency of oper	oughout the Study. BCAI atest study information and participation. 50 Study to address rations ges ations
additional public wor encourages all intere and announcements What are the most si, about aircraft flight a Arrivals Departures	kshops to provide future sted parties to monitor ti at <u>www.fllpart150.com</u> . gnificant concerns that y ctivity (select up to 3)?	opportunities for input thr he project website for the I Thank you for your interest ou would like the FLL Part 1 Early morning ope FAA airspace chan Frequency of oper	oughout the Study. BCAI atest study information and participation. 50 Study to address rations ges ations to the new south runwa
additional public wor encourages all intere and announcements What are the most si, about aircraft flight a Arrivals Departures East Flow West Flow	kshops to provide future sted parties to monitor ti at <u>www.fllpart150.com</u> . gnificant concerns that y ctivity (select up to 3)?	opportunities for input thr he project website for the I Thank you for your interest ou would like the FLL Part 1 Early morning ope FAA airspace chan Frequency of oper	oughout the Study. BCAI atest study information and participation. 50 Study to address rations ges ations to the new south runwa
additional public wor encourages all intere and announcements What are the most si, about aircraft flight a Arrivals Departures East Flow	kshops to provide future sted parties to monitor ti at <u>www.fllpart150.com</u> . gnificant concerns that y ctivity (select up to 3)?	opportunities for input thr he project website for the I Thank you for your interest ou would like the FLL Part 1 Early morning ope FAA airspace chan Frequency of oper	oughout the Study. BCAI atest study information and participation. 50 Study to address rations ges ations to the new south runwa
additional public wor encourages all intere and announcements What are the most si, about aircraft flight a Arrivals Departures East Flow West Flow Nighttime operation Where do you live? Dania Beach Fort Lauderdale (ee	kshops to provide future sted parties to monitor ti at www.fllpart150.com. gnificant concerns that yectivity (select up to 3)?	opportunities for input thr he project website for the I Thank you for your interest ou would like the FLL Part 1 Early morning ope FAA airspace chan Frequency of oper Overflights related Changes in flight p	oughout the Study. BCAI atest study information and participation. 50 Study to address rations ges
additional public wor encourages all intere and announcements What are the most si, about aircraft flight a Arrivals Departures East Flow West Flow Nighttime operation Where do you live? Dania Beach	kshops to provide future sted parties to monitor ti at www.fllpart150.com. gnificant concerns that yectivity (select up to 3)?	opportunities for input thr he project website for the I Thank you for your interest ou would like the FLL Part 1 Early morning ope FAA airspace chan Frequency of oper Overflights related Changes in flight p	oughout the Study. BCAI atest study information and participation. 50 Study to address rations ges ations to the new south runwa aths for the north runwa
additional public wor encourages all intere and announcements What are the most si, about aircraft flight a Arrivals Departures East Flow West Flow Nighttime operation Where do you live? Dania Beach Fort Lauderdale (ee	kshops to provide future sted parties to monitor ti at www.fllpart150.com. gnificant concerns that yectivity (select up to 3)?	opportunities for input thr he project website for the I Thank you for your interest ou would like the FLL Part 1 Early morning ope FAA airspace chan, Frequency of oper Overflights related Changes in flight p Plantation Cooper City	oughout the Study. BCAi atest study information and participation. 50 Study to address rations ges ations to the new south runwa aths for the north runwa

Dear Angelia Evans:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-6: Frequency of Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 683 June 2019

P-496: Angelia Evans (continued)

COMMENT CONTINUED

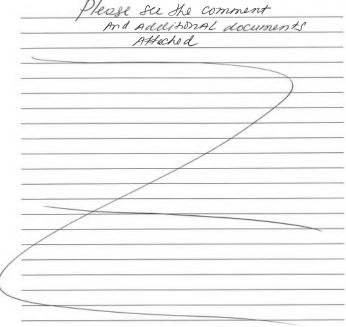
COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45" 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 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.



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 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

P-496: Angelia Evans (continued)

COMMENT CONTINUED

COMMENT CONTINUED



Airport Noise Issue Presentation to Mr. Mark E. Gale CEOVirector 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 Rumway 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

COMMENT CONTINUED

P-496: Angelia Evans (continued)

COMMENT CONTINUED

Exhibit #3 Letter to Mayor Seiler from Tim

COMMENT CONTINUED



TIM RYAN, Mayor Board of County Commissioners

Board of County Commissioners District? 115 S. Andrews Avenue • Fort Lauderdale: Ffortda 3330 (954) 357-7007

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.

Broward County Board of County Commissioners.

Mais Bopen - Septem Funt - Date V.C. Interests - Mario County Board of County Commissioners.

Mais Bopen - Septem Funt - Date V.C. Interests - Mario County Rest. - County - State - Mario - Ma

The Honorable Jack Seiler Mayor, City of Fort Lauderdale April 13, 2015 Page 2 of 2

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.

Tim Ryan Mayor, Broward County

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

COMMENT CONTINUED COMMENT CONTINUED

Kent



Exhibit #4a Letter to Mayor Seiler from Kent George

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

August 3, 2015

Jack Seiler, Mayor Fort Lauderdale City Hall, 8th 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 departures headings from Broward County's Fort Lauderdale-Hollywood International Airport (FLL) as a result of numerous inquiries form the cities and communities surrounding FLL. The FAA in response to this inquiry sent the attached letter to me late Friday, July 17th. The FAA intends to implement the departure corridors as depicted on the attached layout in accordance with their letter of July 17th. Pilots will also be considered to the order of the property o 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.

KGG/ml

Attachment

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

GAEXECUTIVEAviation Director/Fort Lauderdale City of/FAA Review of Departures & Landings at FLL 8.15 doc

Broward County Board of County Commissioners

Mark D. Bogen - Beam Furr - Dale V.C., Holmss - Martin David Klar - Chip Latharca - Shary Ritler - Tim Ryan - Barbara Shariel - Lois Wexler

www.broward.org/hww.fil.net

Exhibit #4B New Jet Headings and "corridors" provided by K George on Aug. 3, 2015 New Jet H August

Page 688

COMMENT CONTINUED

Exhibit 4C

Airports Division P.O.Box 20836 Atlanta, GA 30320-0631 404-305-6700

Letter from FAA to Kent George

describing new headings

COMMENT CONTINUED



U.S. Department of Transportation Federal Aviation Administration

July 17, 2015

Mr. Kent G. George Director of Aviation Broward County Aviation Dept. 2200 SW 45th 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 2 4 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.



Page 689 June 2019

COMMENT CONTINUED COMMENT CONTINUED

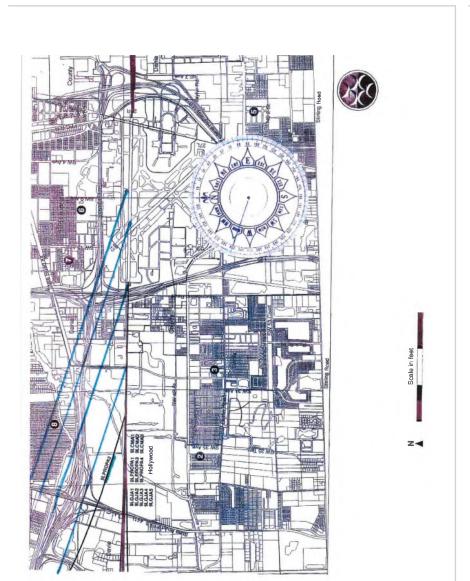


Exhibit #6

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

From: terichter [mailto:terichter@comeast.net]
Sent: Thursday, July 21, 2016 9:34 PM

To: Ryan, Tim < W | A Virtuou auton >; Carter, Kristin < MCART | Reproved on >; Educia and stein remail house, and Ce. Angelina Pluzhuyk singazehyden aut >; Geoff Rames < rames housement com>; Dirk Lowry < lidewry | Torcomeast ne's Subject: LICI (Lauderduel Eless) FLL noise Soutions

Mr Rys

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 seperation for flights departing both runways simultaneously. Other airports accross the country accomplish seperation by staggering departures. This could easily be accomplished at FLL.

-Staggered departure

3miles in trail is normal seperation for departing aircraft with the exception of large "theavy" 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 lifes 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

(LICIA Airport Noise Committee Member)



Page 690 June 2019

COMMENT CONTINUED

COMMENT CONTINUED

Exhibit #6B Simultaneous Departure Statisitics

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 it's 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.



P-497: J Peter Strong

COMMENT RESPONSE

Airport	TYMENT Hollywood International uite 101 - Dania Beach, Florida 33312
First and Last Name	Strang
Address 2512 Andress	In Borthaulerhole
Email Address pytrang e ud	at com
Meeting Location Signiture	Green (Thurs)
··· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ··	will follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points
· · · · ·	opportunities for input throughout the Study. BCAD he project website for the latest study information
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . What are the most significant concerns that you	opportunities for input throughout the Study. BCAD he project website for the latest study information
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . What are the most significant concerns that you	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the work of the work of the works significant concerns that you about aircraft flight activity (select up to 3)?	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address "Early morning operations FAA airspace changes
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address — Early morning operations — FAA airspace changes — Frequency of operations
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Learly morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Learly morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com. What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Learly morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort-Lauderdale (east of FLL)	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Learly morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Learly morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway Plantation Cooper City

Dear J Peter Strong:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-10: NCP Recommendations

P-497: J Peter Strong (continued)

COMMENT CONTINUED

Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100
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 conside 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.
Itoping planes will fly W@ 270 and we stop sewinging North shorth
,

Page 693

Please note: All comments may be made publicly available.

P-498: Diana Steeger-Katz

COMMENT RESPONSE

E60R-KATZ 3331Z	First and Last Name 119WA Address 2442 AWROS 4
333/2	Address 2442 Awaros 4
333/2	,
	FT LAUNERSALE
rail. con	Email Address dister 210
gnatuse Grand	Meeting Location Grand
· volutor volur interest and partisis -+!	and uniodificefficits at www.filpart150.com
you for your interest and participation. ould like the FLL Part 150 Study to address	What are the most significant concerns that about aircraft flight activity (select up to 3)?
	What are the most significant concerns that
buld like the FLL Part 150 Study to address Early morning operations FAA airspace changes	What are the most significant concerns that about aircraft flight activity (select up to 3)?
ould like the FLL Part 150 Study to address	What are the most significant concerns that about aircraft flight activity (select up to 3)? ☐ Arrivals ☑ Departures ☐ East Flow
buld like the FLL Part 150 Study to address Early morning operations FAA airspace changes	What are the most significant concerns that about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow
Early morning operations FAA airspace changes Frequency of operations	What are the most significant concerns that about aircraft flight activity (select up to 3)? ☐ Arrivals ☑ Departures ☐ East Flow
Early morning operations ☐ FAA airspace changes ☐ Frequency of operations ☐ Overflights related to the new south runw	What are the most significant concerns that about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow
Early morning operations ☐ FAA airspace changes ☐ Frequency of operations ☐ Overflights related to the new south runw	What are the most significant concerns that about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)
buld like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runw Changes in flight paths for the north runw	What are the most significant concerns that about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?
Duld like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runw Changes in flight paths for the north runw	What are the most significant concerns that about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach
Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south ru	What are the most significant concerns that shout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)

Dear Diana Steeger-Katz:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life
- 3-6: Prior Environmental Impact Statement (EIS)

Page 694 June 2019

P-498: Diana Steeger-Katz (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

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

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 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

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 IS95. 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.
- 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". [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.3
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.4
- 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.

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

3 EIS 2008: Appendix H. Page H.1-6 TM29

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-499: Richard Katz

COMMENT RESPONSE

BROWARD AVIATION DEPAR Fort Lauderdale-h	RTMENT Comment Form Hollywood International
	uite 101 • Dania Beach, Florida 33312 •
First and Last Name Richard Kad	h
	27212
Address 24% Andres Co	1923(5
Email Address rubierub 0341	@Vahascon
Meeting Location Signature Svc	XXX
	dates on study progress. BCAD will also host
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the	opportunities for input throughout the Study. BCAI ne project website for the latest study information
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com what are the most significant concerns that you about aircraft flight activity (select up to 3)?	opportunities for input throughout the Study. BCAI ne project website for the latest study information I hank you for your interest and participation. Du would like the FLL Part 150 Study to address
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com with the work significant concerns that you about aircraft flight activity (select up to 3)?	opportunities for input throughout the Study. BCAI ne project website for the latest study information l'hank you for your interest and participation. Du would like the FLL Part 150 Study to address Early morning operations
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com was significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures	opportunities for input throughout the Study. BCAI ne project website for the latest study information l'hank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
encourages all interested parties to monitor the and announcements at www.fllpart150.com . To What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	opportunities for input throughout the Study. BCA ne project website for the latest study information l'hank you for your interest and participation. bu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com was significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures	opportunities for input throughout the Study. BCA ne project website for the latest study information l'hank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The way of the work	opportunities for input throughout the Study. BCAI ne project website for the latest study information l'hank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The way of the work	opportunities for input throughout the Study. BCA ne project website for the latest study information l'hank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The way of the work	opportunities for input throughout the Study. BCAI ne project website for the latest study information l'hank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The way of the work	opportunities for input throughout the Study. BCAI ne project website for the latest study information l'hank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa
encourages all interested parties to monitor the and announcements at www.fllpart150.com . The way of the work	opportunities for input throughout the Study. BCA ne project website for the latest study information l'hank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa Plantation Cooper City

Dear Richard Katz:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow
- 2-6: Frequency o Operations
- 2-7: Early Morning and Nighttime Operations
- 2-8 Aircraft Altitude
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 696 June 2019

P-499: Richard Katz (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

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

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 find it unrecessory that thight paths	_
one directly are my home, so much that the belly of the plane is visible from my house. Conservations have to be put on hold with the plane passes this becomes annoying, especially at night when the flights are possing by every 2 minutes	-
me being or the plane is visible worth my	_
until the plane passes This becomes amoving,	
especially at night when the flights are	
pushing by every 2 month	_
	_
Please see attached.	-
The see all towners	
	_
	_

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 inout be sent to my email address.

My Name & Address: Lucro d Cat 2/2-42 Andres Cn. Ft Caud. 33312.
My email address: Yuchie Cod Garage Values 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 1595. 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 FLI)". ¹ 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". [emphasis added].
- 4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and <u>only one</u> noise reading was taken for the EIS: for an arrival on Tortugas Lane.³
- $5.\ There is \ \textbf{no mention} \ of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document. \\ ^4$
- 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 $\underline{\text{staggers}}$ 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.

1 Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

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

³ EIS 2008: Appendix H, Page H.1-6 TM29

*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-500: Charles Solak

COMMENT RESPONSE

Airport	ollywood International
F L O R I D A 954-359-6100	ite 101 • Dania Beach, Florida 33312 •
First and Last Name Chartes Sol	ale
Address 2542 Marathun	40
Address St. Land 33	312
Email Address _ C Sdak a amail.	COV
Meeting Location Signature C	jand
adming the project, newsterrers will provide up	dates on study progress. BCAD will also host
additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T	opportunities for input throughout the Study. BCAE e project website for the latest study information hank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that you	opportunities for input throughout the Study. BCAE e project website for the latest study information hank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	opportunities for input throughout the Study. BCAE e project website for the latest study information hank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that you	opportunities for input throughout the Study. BCAL e project website for the latest study information hank you for your interest and participation. u would like the FLL Part 150 Study to address
additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	opportunities for input throughout the Study. BCAE e project website for the latest study information hank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures	opportunities for input throughout the Study. BCAE le project website for the latest study information hank you for your interest and participation. lu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	opportunities for input throughout the Study. BCAE le project website for the latest study information hank you for your interest and participation. lu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the total are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	opportunities for input throughout the Study. BCAL le project website for the latest study information hank you for your interest and participation. lu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.flipart150.com . The www.flipart150.com of the total are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	opportunities for input throughout the Study. BCAL le project website for the latest study information hank you for your interest and participation. lu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the total are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	opportunities for input throughout the Study. BCAE le project website for the latest study information hank you for your interest and participation. lu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runward
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	opportunities for input throughout the Study. BCAE le project website for the latest study information hank you for your interest and participation. lu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runward

Dear Charles Solak:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 698 June 2019

P-500: Charles Solak (continued)

COMMENT CONTINUED

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: CHARLES SOLAK 2542 MARATHON LANG-My email address: CRSOLAK 60 gungalo 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 1595. 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 FLI)". ¹ 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". [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.
- $5. \ \, \text{There is } \textbf{no mention} \text{ of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.}^4$
- 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.

Page 699 June 2019

¹Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

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/2T. departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures."

EIS 2008: Appendix H, Page H.1-6 TM2

¹ 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-501: Illegible

COMMENT RESPONSE

DD AVIATION DEPAR	
Fort Lauderdale-H	Hollywood International
2200 SW 45 th Street, S F L O R I D A 954-359-6100	uite 101 • Dania Beach, Florida 33312 •
10 . 81	0.4
First and Last Name	200
Address 2661 Key Jorge 4	A
3290	
73412	
Email Address	
Meeting Location	
Weeting Education	
	will follow the process outlined in Title 14 of the
during the project, newsletters will provide up	
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com .	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.flipart150.com . What are the most significant concerns that you	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com what are the most significant concerns that you about aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than an announcements at www.fllpart150.com . What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than dannouncements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than an announcements at www.fllpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than announcements at www.fllpart150.com . What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway

Dear Commenter:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-2: Departures
- 2-4: West Flow
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations

Page 700 June 2019

P-502: David Gabbard

COMMENT RESPONSE



Dear David Gabbard:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-4: West Flow

Page 701 June 2019

P-502: David Gabbard (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •

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 LIVE IN LAUDETALE ISLES

WHEN THE WINDS AFTE FROM THE WEST THE

FLIGHTS ON THE NORTH PONEWAY TURN ATTER

TAKE-OFF AND PASS OVER OR NEAR MY HOME.

WHEN THE WINDS AFTE FROM THE ENST FLIGHTS

LANDING ON THE NORTH RUNWAY PASS TO

THE SOUTH OF MY HOME (THEY ALSO LINE

UP OVER WESTEVEN BROWARD COUNTY AND

MAINTAND ARE DIRECT FLIGHT PATH)

THIS SEEMS LIKE AN EASY FIX - FAA DIRECTS FLIGHTS TO NOTTURN TO THE NORTH IMMEDIATELY AFTER TAKE OF TO THE WEST.

SAUE YOUR MONEY ON THE STUDIES AND "PUBLIC OUTSEACH"

SIT DOWN WITH THE FAA NOW AND CORRECT THE PROBLEM

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.

P-503: Robert Franks

COMMENT RESPONSE

COUNTY Airport 2200 SW 45th Street, S	RTMENT Comment Form uite 101 · Dania Beach, Florida 33312 ·
F L O R I D A 954-359-6100	
First and Last Name Robert Fran	Vs
Address 2549 Key Largo La	ne
Fr. Landerdole, FL	
Email Address	
Meeting Location	
Meeting Location	
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.flipart150.com . The work of the work o	vill follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points adates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
about aircraft flight activity (select up to 3)?	_
☐ Arrivals ☐ Departures	☐ Early morning operations ☐ FAA airspace changes
□ East Flow	☐ Frequency of operations
☐ West Flow	☐ Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
□ Davie	Other

Dear Robert Franks:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow
- 2-8: Aircraft Altitude
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life
- 3-6: Prior Environmental Impact Statement (EIS)

Page 703 June 2019

P-503: Robert Franks (Continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International

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

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 HAVE LEUSD IN CAUDDEDACE ISCES THE PAST 324 CARS. MY HOUSE ARE GOUD INSULATION + DOUBLE PANCO WENDOWS. SO WORMSLUY NO DUTS DE SOURD INTRUDES. THE LAST TWO YEARS. WIDE & WEST WEND THE ATTRPLANT NOTSE IS May LOUD + DOS RUPOTUS. I WORK SPIES SPIES + SOMETENES HONE TO SLEEP PAYS. THESE FIGHTS DESRUPT MY STEED. PLOSE CHANGE THE FLECKS PACKS TO CONTENUE OF # A 2700 HEDDENG UNTEL THEY REACH A SUFFRCIENT HEIGHT TO MONIMIZE THE SOUND DESGURBONCE. THES OXCUSSENE + UNNECUSSARY NOBE AFFECTS THE OUNIZEY of MY FAMZEY'S LOVE.

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 PartLSD Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all for Public Input be sent to my email address.

My email address: BFRANK

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the umbearable 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 denartures 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 1595. 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.
- 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 femphosis added l.
- 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.
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT
- 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.

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

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

¹Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

EIS 2008: Appendix H. Page H.1-6 TM29

P-504: Keith Roberts

COMMENT RESPONSE

	RTMENT Comment Form Hollywood International
COUNTY 2200 SW 45th Street, St	uite 101 • Dania Beach, Florida 33312 •
First and Last Name Kath Rob	ERTS
Address 4412 5W 27TH	TER
DANIA BEACH.	F(73.312
BKARSZO	200 Ao C. Com
	200 AOCICOM
Meeting Location	GRAND
during the project, newsletters will provide up additional public workshops to provide future	opportunities for input throughout the Study. BCAD
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than announcements at www.fllpart150.com . The work of the wore of the work of	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD ne project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation. bu would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD ne project website for the latest study information Flank you for your interest and participation. Dou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address TEarly morning operations FAA airspace changes
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Tearly morning operations FAA airspace changes Frequency of operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address TEarly morning operations FAA airspace changes
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations overflights related to the new south runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The www.fllpart150.com of the work significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Changes in flight paths for the north runway Plantation Cooper City

Dear Keith Roberts:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 3-2: Quality of Life
- 3-4: Fuel Residue/Soot

Page 705 June 2019

P-504: KEITH ROBERTS (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International Airport

Comment Form

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

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 HAVE NOT YET HEARD OF SEEN ANY PLAN OF
ACTION FROM THE CITY OR COUNTY TO INVESTIGATE
THE ADVENSE JAPACT OF THE ADDITIONAL FUEL,
EXHAUST AND PARTICAL DEPOSOES STEMMING FROM
THE JOUTH RUMWAY ON THE LAND AND WATER
IT IS EVIDENT THAT SOOT COLLECTS ON THE CARS
Homes, Docks ETC., ESPECIALLY AROUND THE
GRIFFIN COORDOR TS THIS NOT PRESENTING A HEALTH HAZZARDE WHAT IS BEING DON'T TO MITAGENTE THIS ISSUE?
A HEALTH HAZZARD? WHAT IS BEING DONE TO
MITAGOTE THIS 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.

P-505: Geoff Rames

COMMENT RESPONSE

Airport	MENT Comment Form 101 • Dania Beach, Florida 33312 •
First and Last Name Fort Come	
Address 2550 Gulsteam 22	
frem h 3	3312
Email Address Class Es.	LICIA @ GHAIL. Com
Meeting Location File Arrest 5	de
compatibility of Fort Lauderdale Hollywood Inter communities. This study, a "Part 150 Study," will Code of Federal Regulations (CFR) Part 150, Airpo during the project, newsletters will provide upda additional public workshops to provide future op encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you	follow the process outlined in Title 14 of the part Noise Compatibility Planning. At key points tes on study progress. BCAD will also host portunities for input throughout the Study. BCAD project website for the latest study information and you for your interest and participation.
about aircraft flight activity (select up to 3)?	
☐ Arrivals ☑ Departures ☐ East Flow ② 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

SEE ATTHERE

Dear Geoff Rames:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 707 June 2019

P-505: Geoff Rames (Continued)

COMMENT CONTINUED

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.

SEIST & Anis My Name & Address: _ GRAMES, LIGIA OCHAIL COM 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.

- 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)". 1 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".2 [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.3
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT
- 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.

Page 708 June 2019

Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

¹Environmental 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

³ EIS 2008: Appendix H, Page H.1-6 TM29

A 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-506: Alan & James Gagnon

COMMENT RESPONSE

Airport	Hollywood International
2200 SW 45th Street, S 954-359-6100	Suite 101 • Dania Beach, Florida 33312 •
First and Last Name Alm & JAr	nes Lagnon
Address 2340 S.W 70	Terrace
Davie FL 3331	1
Email Address i gagnon 410	a now. com (slot Lu
do t	mand undates
Meeting Location	1
The Broward County Aviation Department (BC	CAD) recently began a study to improve the
	ternational Airport (FLL) with the surrounding
communities. This study, a "Part 150 Study," v	will follow the process outlined in Title 14 of the
Code of Federal Regulations (CFR) Part 150, A	irport Noise Compatibility Planning. At key points
during the project, newsletters will provide up	odates on study progress. BCAD will also host
	opportunities for input throughout the Study. BCAD
	he project website for the latest study information
and announcements at <u>www.filpart150.com</u> .	Thank you for your interest and participation.
What are the most significant concerns that ye	ou would like the FLL Part 150 Study to address
about aircraft flight activity (select up to 3)?	/
Arrivals	☑ Early morning operations
Departures	☑ FAA airspace changes
East Flow	☐ Frequency of operations
West Flow	Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	Changes in flight paths for the north runway
Where do you live?	
□ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	□ Southwest Ranches
□ Hollywood	☐ Weston
H Davie or nava Drive	□ Other

Dear Alan & James Gagnon:

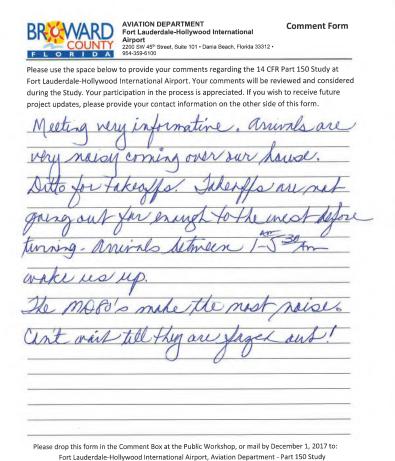
Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-1: Arrivals
- · 2-2: Departures
- 2-5: Existing/General Noise Complaint
- 2-7: Early Morning and Nighttime Operations

Page 709 June 2019

P-506: Alan & James Gagnon (continued)

COMMENT CONTINUED



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

Please note: All comments may be made publicly available,

Page 710 June 2019

P-507: Richard Cahoon

COMMENT RESPONSE

DD A /A DD AVIATION DEPAR	RTMENT
BROVVARI) Fort Lauderdale-H	Hollywood International Comment Form
COUNTY Airport 2200 SW 45th Street, S	uite 101 • Dania Beach, Florida 33312 •
F L O R I D A 954-359-6100	
Simond Land Name	11 hos
First and Last Name	aven
Address 2960 Cal	Cas Cu
FTL	FC 333/2
Email Address be 4	was la mar con
	The state of the s
Meeting Location	
during the project, newsletters will provide up	•
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.flipart150.com . What are the most significant concerns that you	dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.flipart150.com . What are the most significant concerns that you	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than dannouncements at www.filpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.fllpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than dannouncements at www.fllpart150.com . What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . The way of the work of the wore of the work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . What are the most significant concerns that ye about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	opportunities for input throughout the Study. BCAL he project website for the latest study information Thank you for your interest and participation. but would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . The way of the work of the wore of the work of	opportunities for input throughout the Study. BCAL he project website for the latest study information Thank you for your interest and participation. but would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	opportunities for input throughout the Study. BCAL he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa Plantation Cooper City

Dear Richard Cahoon:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations
- 3-2: Quality of Life

Page 711 June 2019

P-507: Richard Cahoon (continued)

COMMENT CONTINUED

11/2/17 Comments by Dick Cahoon on FAA's Part 150 Noise Study (にんしん ARD)

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 1-595.

P-508: Crystal Townsend

COMMENT RESPONSE

Airport	TMENT Comment Form ollywood International lite 101 • Dania Beach, Florida 33312 •
First and Last Name Ceysler To	upsend.
Address 2684 Key La	rgo lane.
Email Address	Means And Howls a
Meeting Location Signature	Grande Grande
during the project, newsletters will provide upon additional public workshops to provide future of	port Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD e project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	u would like the FLL Part 150 Study to address
☐ Arrivals	Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	Frequency of operations
West Flow	$\hfill \square$ Overflights related to the new south runway
Nighttime operations (10pm -6am)	\square Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

Dear Crystal Townsend:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-5: Existing/General Noise Complaint
- 3-2: Quality of Life

Page 713 June 2019

P-508: Crystal Townsend (continued)

COMMENT CONTINUED

BROWARD COUNTY FLORIDA	AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport 2200 SW 45 th Street, Suite 101 • Dania Beach, Florida 33312 • 354-359-6100	Comment Form
Fort Lauderdale-Hollywood during the Study. Your part	to provide your comments regarding the 14 CFI International Airport. Your comments will be re icipation in the process is appreciated. If you wis wide your contact information on the other side	viewed and considered sh to receive future
asistance of are disturbed que	the should be some the residential home of hy aur flow. There of life for residential	noise contro

Page 714

Please note: All comments may be made publicly available.

P-509: Barbara Huie

Dear Barbara Huie: AVIATION DEPARTMENT **Comment Form** Fort Lauderdale-Hollywood International 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100 Vehicle Parking and Car Traffic Email Address huebarba aol. com 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

COMMENT

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 ☐ Early morning operations □ Departures ☐ FAA airspace changes ☐ East Flow ☐ Frequency of operations ☐ West Flow ☐ Overflights related to the new south runway

☐ Nighttime operations (10pm -6am) ☐ Changes in flight paths for the north runway

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. Thank you for your interest and participation.

Where do you live?

☐ Dania Beach □ Plantation ☐ Fort Lauderdale (east of FLL) ☐ Cooper City ☐ Fort Lauderdale (north or west of FLL) ☐ Southwest Ranches

☐ Hollywood ☐ Davie ☐ Other

☐ Weston

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following response that applies to your comments.

RESPONSE

The purpose of the Part 150 Study currently underway at FLL is to evaluate the compatibility of aircraft noise and the communities that surround FLL. Concerns related to vehicle traffic and parking at FLL should be directed to the Broward County Aviation Department.

P-509: Barbara Huie (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

Comment Form

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

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 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.

P-510: David Townsend

COMMENT RESPONSE

	_
Airport	Hollywood International
2200 SW 45 th Street, S 954-359-6100	uite 101 • Dania Beach, Florida 33312 •
First and Last Name Dayin Tow	wend O
order (a)	-0 H (/ 333n
Address 2687 Reylargu	and the land SSS
Email Address hippy agil (a)	concast net
	6. ()
Meeting Location June 1915	2 Orand
Code of Federal Regulations (CFR) Part 150, Ai during the project, newsletters will provide up additional public workshops to provide future	will follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points adates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
What are the most significant concerns that ye about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	☐ Early morning operations
Departures	K FAA airspace changes
☐ East Flow	☐ Frequency of operations
West Flow	Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
Hollywood	☐ Weston
☐ Davie	☐ Other

Dear Davin Townsend:

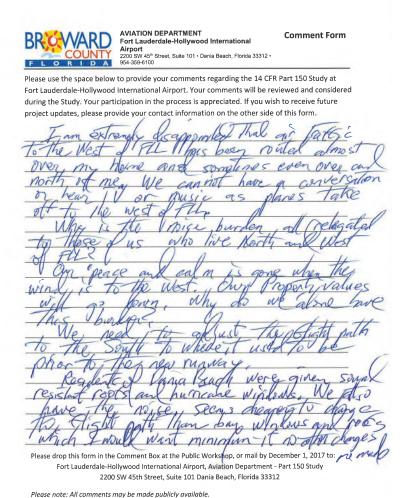
Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-4: West Flow
- 2-11: FLL Noise Insulation Program
- 3-2: Quality of Life
- 3-3: Impact on Property Values

Page 717 June 2019

P-510: David Townsend (continued)

COMMENT CONTINUED



Page 718 June 2019

P-511: Dirk Lowry

COMMENT RESPONSE

Airport	RTMENT Iollywood International site 101 • Dania Beach, Florida 33312 •
F L O R I D A 954-359-6100	ine 101 Charlia Beach, Fibrida 33312 C
First and Last Name Dry Low	~ 7
	have It Lorderdle 3:
Addiess	
Mesiched Landow	Ola Soles Cui Trup, 49
Email Address	& Comeasto Net
Meeting Location	ton 2
during the project, newsletters will provide up	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host
additional public workshops to provide future	opportunities for input throughout the Study. BCA ne project website for the latest study information
additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T	opportunities for input throughout the Study. BCA ne project website for the latest study information
additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that you	opportunities for input throughout the Study. BCA te project website for the latest study information hank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	opportunities for input throughout the Study. BCA ne project website for the latest study information hank you for your interest and participation. bu would like the FLL Part 150 Study to address
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . To What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	opportunities for input throughout the Study. BCA ne project website for the latest study information hank you for your interest and participation. bu would like the FLL Part 150 Study to address Early morning operations
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . To What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures	opportunities for input throughout the Study. BCA ne project website for the latest study information thank you for your interest and participation. but would like the FLL Part 150 Study to address Early morning operations TAA airspace changes
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . To What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	opportunities for input throughout the Study, BCA he project website for the latest study information hank you for your interest and participation. hu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the workshop was significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Pepartures East Flow West Flow	opportunities for input throughout the Study. BCA he project website for the latest study information hank you for your interest and participation. hu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runw
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the workshop of the worksho	opportunities for input throughout the Study. BCA he project website for the latest study information hank you for your interest and participation. hu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runw
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the work of the	opportunities for input throughout the Study. BCA he project website for the latest study information hank you for your interest and participation. hu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runw Changes in flight paths for the north runw
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the www.fllpart150.com of the workshop of t	opportunities for input throughout the Study. BCA he project website for the latest study information hank you for your interest and participation. hu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runw Changes in flight paths for the north runw Plantation
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . To wow.fllpart150.com. To What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	opportunities for input throughout the Study. BCA he project website for the latest study information hank you for your interest and participation. hu would like the FLL Part 150 Study to address Early morning operations AA airspace changes Frequency of operations Overflights related to the new south runw Changes in flight paths for the north runw Plantation Cooper City

Dear Dirk Lowry:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- · 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations

Page 719 June 2019

P-511: Dirk Lowry (continued)

COMMENT CONTINUED

DIRK Lowry 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 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.

Not key Poes. Lendandole obstes Circ Frest. Associ

Page 720 June 2019

P-512: Donna Couhe

COMMENT RESPONSE

	_
Airport	RTMENT Comment Form follywood International Comment Form uite 101 • Dania Beach, Florida 33312 •
First and Last Name Donna Co	she
Address 2131 SW 11476	Ave
DAVIE FL 33325	
Email Address	
Meeting Location SI GNATURE G	arata D
encourages all interested parties to monitor the and announcements at www.fllpart150.com . To	opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation.
about aircraft flight activity (select up to 3)?	
M Arrivals	☐ Early morning operations
☐ Departures ☐ East Flow	 ☐ FAA airspace changes ☑ Frequency of operations
☐ West Flow	 Prequency or operations Overflights related to the new south runway
Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	
□ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
Davie	☐ Other

Dear Donna Couhe:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-7: Public Meetings/Administrative/Communication
- 1-10: NCP Recommendations
- 3-2: Quality of Life
- 3-3: Impact on Property Values

Page 721 June 2019

P-512: Donna Couhe (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •
984-359-6100

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'M NOT SURE THE PURPOSE OF THIS SINCE THE

STUDY CANNOT FX THE ISSUES HY BOTHER.

STATION S WAS THE MOST RELEVANT AND DREW

A CLOW) - I COULD NOT APPROPRIE TO HEATT. MOST

OTHERS LAMD NOTHING TO BO.

IF THE PLANES COULD THACK CLOSER TO THE

HIGHMAY AWAY FROM SINKELE TAMILY ANEAS THAT

WOULD HELP. FOLKS IN APIS TEND TO 13T INCIDE.

WE AME NEGATIVALY IMPACTED WHEN WE TRY TO

GN SOY 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 WORN GER 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.

P-513: Bob Leonard

COMMENT RESPONSE

Airport	IOII Comment Form IoII Dania Beach, Florida 33312 •
F L O R I D A 954-359-6100	ane 101 - Dania Beach, Piolida 55512 •
First and Last Name Bob Leonar	J
Address 2442 Jugar	od Lare
El- Landy Inle	22317_
77. 20	3201F
Email Address leona-beb@	II. nel
Meeting Location _ Signature 9	lande
The Broward County Aviation Department (BC	
compatibility of Fort Lauderdale Hollywood Int	
communities. This study, a "Part 150 Study," w	
**	·
Code of Federal Regulations (CFR) Part 150, Air	rport Noise Compatibility Planning. At key points
Code of Federal Regulations (CFR) Part 150, Aid during the project, newsletters will provide up	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD we project website for the latest study information
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . T	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation.
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation.
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . T	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information hank you for your interest and participation. So would like the FLL Part 150 Study to address
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . T What are the most significant concerns that ye about aircraft flight activity (select up to 3)?	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD is project website for the latest study information hank you for your interest and participation.
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE he project website for the latest study information hank you for your interest and participation. So would like the FLL Part 150 Study to address
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address FAA airspace changes FREQUENTY FREQUENCY OF OPERATIONS
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address FAA airspace changes Frequency of operations Overflights related to the new south runward participation of programmers.
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address FAA airspace changes Frequency of operations Overflights related to the new south runway.
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address FAA airspace changes Frequency of operations Overflights related to the new south runway.
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.filpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm-6am) Where do you live?	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information thank you for your interest and participation. But would like the FLL Part 150 Study to address FAA airspace changes FFAA airspace changes Overflights related to the new south runway Changes in flight paths for the north runway
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information thank you for your interest and participation. But would like the FLL Part 150 Study to address FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information thank you for your interest and participation. But would like the FLL Part 150 Study to address FAA airspace changes FAA airspace changes Overflights related to the new south runway Changes in flight paths for the north runway. Plantation Cooper City

Dear Bob Leonard:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 723 June 2019

P-513: Bob Leonard (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

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

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

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.

Critica	to take into occum deviations, not just
Overa	he
	,
11	were westery headings
WAT	World 100 3
Chen	ged from 270-295 to more
Office	7
norti	herdy
	7
	ver charge back .
47 h	and hear working
	Mark the second

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: bob Leonard 2442 Jugarlod In Ft. Land. 33312 My email address: Tecnardbab 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 1595. 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 compiled 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". [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.³
- There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.⁴
- 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.

Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

¹Environmental impact Study 2008, Page SC-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".

3 EIS 2008: Appendix H, Page H.1-6 TM29

*Milami 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-514: Douglas Bushey

COMMENT RESPONSE

BROWARD AVIATION DEPARE Fort Lauderdale-HAirport	RTMENT Comment Form
	uite 101 • Dania Beach, Florida 33312 •
- 1 - 1	
First and Last Name Douglas Bushe	Y
Address	
Email Address fada Ft@ yahoo. 6m	
Meeting Location Signature Grand	Duis
Meeting Location	Lave
Code of Federal Regulations (CFR) Part 150, Ai during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor that and announcements at www.fllpart150.com .	opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation.
what are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	☐ Frequency of operations
☑ West Flow	Overflights related to the new south runway
Nighttime operations (10pm -6am)	\square Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☐ Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	□ Weston
☐ Davie	Other Pembroke Pines

Dear Douglas Bushey:

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific response that applies to your comment.

• 1-7: Public Meetings/Administrative/Communication

Page 725 June 2019

P-514: Douglas Bushey (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
3300 SW 458 Street Suite 101 - Danie Beach, Florida 33

Comment Form

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

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.

The presentation provided at Signature Grand Davie
was spectroular. The model not only demonstrated the
expossive research out into the project but also amplified the steps that will be taxen in order to minimize the gradem. Winston, one of the specialists happily
the steps that will be taxen in order to minimize
the problem. Winston, one of the specialists haggily
went into great detail when explaining the prairet.
cent into great detail when explaining the project. His enthusiastic attitude made it a very pleasurable experience. Thank you all for this amazing apportunity
experience. Thank you all for this amazing aggordenty

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.

Page 726 June 2019

P-515: Benjamin Acher

COMMENT RESPONSE

RROWARD AVIATION DEPARTM	
Airport	101 • Dania Beach, Florida 33312 •
F L O R I D A 954-359-6100	101 • Dania Beach, Florida 33312 •
First and Last Name Berjamin Ac Address 500 Three Islands B Hullandele, FL, 33009 Email Address griffinfy 940 gmail Meeting Location 319 nature Gran	1 vd. # 326
Weeting Location	
The Broward County Aviation Department (BCAD compatibility of Fort Lauderdale Hollywood Inter communities. This study, a "Part 150 Study," will Code of Federal Regulations (CFR) Part 150, Airpot during the project, newsletters will provide upda additional public workshops to provide future op encourages all interested parties to monitor the land announcements at www.fllpart150.com . Tha	national Airport (FLL) with the surrounding follow the process outlined in Title 14 of the ort Noise Compatibility Planning. At key points tes on study progress. BCAD will also host portunities for input throughout the Study. BCAD oroject website for the latest study information nk 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	☑ Early morning operations
☐ Departures ☑ East Flow	☐ FAA airspace changes
West Flow	☐ Frequency of operations
Nighttime operations (10pm -6am)	☐ Overflights related to the new south runway ☐ Changes in flight paths for the north runway
In Mightume operations (10pm -0am)	Changes in hight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
\square Fort Lauderdale (east of FLL)	☐ Cooper City
\square Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	□ Weston
☐ Davie	Wother Hallandole Beach

Dear Benjamin Acher:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

P-515: Benjamin Acher (continued)

COMMENT CONTINUED





AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

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

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.

In Consideration for all citizens of Fort lawlerdade and surrounding areas, I believe it is with to take into affect flight schedules to arrive ant/or depart surposs 2200 and prior to 0700. It is bod for the health of all persons who work long hours to lack sleep because "The FAH said so," or due to the high broad of people win they be proved in those hours. I am a strong believer that if we shot down the airport between those times at all, it will beingth the lifestyles and health of all beings.

p.s. Winston from the Browned Aviation Dept. is very knowledgastic and deserves a raise!!

P.P.S. Waylerful Event, Thank You!!!

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.

Page 728 June 2019

P-516: Charlotte Rodstrom

COMMENT RESPONSE

Airport	RTMENT Hollywood International Suite 101 • Dania Beach, Florida 33312 •
First and Last Name Charlott	e Rodskon
Address 66 Numi	DR
Ft Land rolate.	F
Email Address Cerod stra	on ead con
Meeting Location Synchron	Grand
encourages all interested parties to monitor t and announcements at www.fllpart150.com .	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation.
about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
Arrivals Departures East Flow	☐ Early morning operations ☐ FAA airspace changes ☐ Frequency of operations
₩west Flow	Description Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
> Fort Lauderdale (east of FLL)	□ c c:
☐ Fort Lauderdale (north or west of FLL)	☐ Cooper City
	☐ Cooper City ☐ Southwest Ranches
☐ Hollywood	' '

Dear Charlotte Rodstrom:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 729 June 2019

P-516: Charlotte Rodstrom (continued)

COMMENT CONTINUED

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 Inoput be sent to my email address.

My Name & Address: Chatter Fodstran Glo Mini Dr.
My email address: Cerodstran paol con

Hive-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 1595. 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 FLI)". ¹ This is not being compiled 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". [Pemphasis 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.³
- 5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.⁴
- 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.

Page 730 June 2019

¹Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

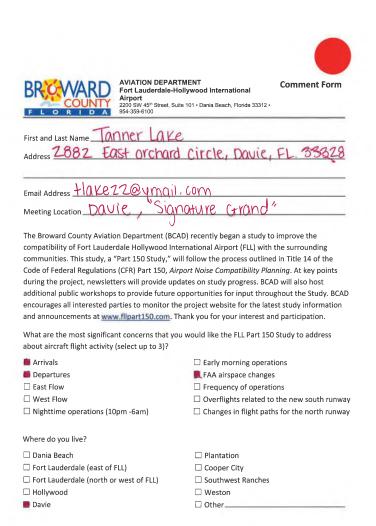
Environmental Impact Study 2008, Page 6C-20: "Runway 91.27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 98/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

EIS 2008: Appendix H, Page H.1-6 TM2

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-517: Tanner Lake

COMMENT RESPONSE



Dear Tanner Lake:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-7: Public Meetings/Administrative/Communication
- 2-1: Arrivals

Page 731 June 2019

P-517: Tanner Lake (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport

Comment Form

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

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.

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 povie 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.

P.S. Winston really knew his stuff and was knowledgable about every subject of our glestions. 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.

P-518: Vince Baumert

COMMENT RESPONSE

BROWARD AVIATION DEPART Fort Lauderdale-Ho Airport	TMENT Comment Form ollywood International
	te 101 • Dania Beach, Florida 33312 •
Kinga Barnert	er:
First and Last Name Vince Bowners Address At So Cut Cy Co	
Address	
Email Address _ Vinebaument a holmail. Co	24
	gr h
Meeting Location Signature Grand	
communities. This study, a "Part 150 Study," wi	II follow the process outlined in Title 14 of the
during the project, newsletters will provide upd additional public workshops to provide future o	opportunities for input throughout the Study. BCAE e project website for the latest study information
during the project, newsletters will provide upd additional public workshops to provide future o encourages all interested parties to monitor the	lates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE e project website for the latest study information nank you for your interest and participation.
during the project, newsletters will provide upd additional public workshops to provide future o encourages all interested parties to monitor the and announcements at www.filpart150.com . The What are the most significant concerns that you	lates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE e project website for the latest study information nank you for your interest and participation.
during the project, newsletters will provide upd additional public workshops to provide future o encourages all interested parties to monitor the and announcements at www.filpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)?	lates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address
during the project, newsletters will provide upd additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	lates on study progress. BCAD will also host apportunities for input throughout the Study. BCAE is project website for the latest study information nank you for your interest and participation. Lu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
during the project, newsletters will provide upd additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	lates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide upd additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	lates on study progress. BCAD will also host apportunities for input throughout the Study. BCAE is project website for the latest study information nank you for your interest and participation. Lu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
during the project, newsletters will provide upd additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	lates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide upd additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	lates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
during the project, newsletters will provide upd additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	lates on study progress. BCAD will also host apportunities for input throughout the Study. BCAE is project website for the latest study information nank you for your interest and participation. Lu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwary Changes in flight paths for the north runwary.
during the project, newsletters will provide upd additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	lates on study progress. BCAD will also host apportunities for input throughout the Study. BCAE is project website for the latest study information nank you for your interest and participation. It would like the FLL Part 150 Study to address are large morning operations FAA airspace changes Prequency of operations Overflights related to the new south runwary Changes in flight paths for the north runwary Plantation

Dear Vince Baumert:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 733 June 2019

P-518: Vince Baumert (continued)

COMMENT CONTINUED

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: Africa baumer + a 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, that 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 1595. 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 FLU". ¹ This is not being compiled 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". [emphasis added].
- 4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and <u>only one</u> noise reading was taken for the EIS: for an arrival on Tortugas Lane.³
- $5. \ There is \ \textbf{no mention} \ of simultaneous versus non-simultaneous departures in the \ Miami \ ATCT \ and \ Fort \ Lauderdale \ ATCT \ document. \\ ^4$
- 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 $\underline{\text{staggers}}$ 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.

Page 734 June 2019

¹ Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

¹Environmental Impact Study 2008, Page 6C-20: "Runway 91.27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27I. departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

³ EIS 2008: Appendix H, Page H.1-6 TM29

^{*}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-519: Sean Osley

COMMENT RESPONSE

Airport	RTMENT Comment Form Hollywood International Uite 101 - Dania Beach, Florida 33312 -
First and Last Name Sean Osley	
Address 2429 Cut Con Con	
Ft Land 3352	>12
Email Address Copt sean or pao	lcon
	1
Meeting Location Signature Com	
	odates on study progress. BCAD will also host
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com .	opportunities for input throughout the Study. BCAD ne project website for the latest study information
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com .	opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . What are the most significant concerns that you	opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation.
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . To work the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures	opportunities for Input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	opportunities for Input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	opportunities for Input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . To work the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. bu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the w	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. bu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the work at the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	opportunities for Input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the work at the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	opportunities for input throughout the Study. BCAD ne project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Q Overflights related to the new south runway Changes in flight paths for the north runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the work at the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the work at the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. bu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway Plantation Cooper City

Dear Sean Osley:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 735 June 2019

P-519: Sean Osley (continued)

COMMENT CONTINUED



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: Scan Osley 2429 Cat Cay Ln F1 Landerda le FC 33312 My email address: Captiscan ac Place 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 1595. 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 FLIU". ¹ This is not being compiled 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". *[emphasis added].
- 4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and <u>only one</u> noise reading was taken for the EIS: for an arrival on Tortugas Lane.³
- $5. \ \, \text{There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.}^4$
- 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.

Page 736 June 2019

Letter from Kent George to Mayor Jack Seiler, August 3, 2015

¹Environmental Impact Study 2008, Page 6C-20: "Runway 9127R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 98/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures."

³ EIS 2008: Appendix H, Page H.1-6 TM29

^{*}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-520: Richard Cahoon

COMMENT RESPONSE

COUNTY Airport 2200 SW 45th Street, Su	TMENT Comment Form lollywood International comment Form lite 101 · Dania Beach, Florida 33312 ·
F L O R I D A 954-359-6100	
First and Last Name KICHARD	CAHOON
Address 2460 Cat Can L	
Ft Land CL 3:	3312
h	24.
Email Address the rope made	, com
Meeting Location Signature Gran	~(
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future	opportunities for input throughout the Study. BCAL
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI is project website for the latest study information hank you for your interest and participation.
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. So would like the FLL Part 150 Study to address
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI is project website for the latest study information thank you for your interest and participation. So would like the FLL Part 150 Study to address
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. So would like the FLL Part 150 Study to address
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE is project website for the latest study information thank you for your interest and participation. But would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address and Early morning operations FAA airspace changes Overflights related to the new south runware.
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI is project website for the latest study information thank you for your interest and participation. but would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAE is project website for the latest study information in the fact of the latest study information. In would like the FLL Part 150 Study to address are Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information thank you for your interest and participation. But would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.filpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD is project website for the latest study information thank you for your interest and participation. But would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa Plantation
Code of Federal Regulations (CFR) Part 150, Air during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCA is project website for the latest study information thank you for your interest and participation. But would like the FLL Part 150 Study to address are Early morning operations. FAA airspace changes Frequency of operations Overflights related to the new south runw Changes in flight paths for the north runw.

Dear Richard Cahoon:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-9: Part 150 Regulations/FAA Guidelines
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-2: Quality of Life

Page 737 June 2019

P-520: Richard Cahoon (continued)

COMMENT CONTINUED



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.

P-521: Thierry Richter

COMMENT RESPONSE

RROWARD AVIATION DEPAIR	RTMENT Comment Form Hollywood International
	Suite 101 • Dania Beach, Florida 33312 •
F L O R I D A 954-359-6100	
First and Last Name Thierry	Richter
Address 2636 Nassau	Ln
Ft. Laude-dale FL	33312
Email Address terichter o	compast, net
	6)
Meeting Location Signature	Grand
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future	opportunities for input throughout the Study. BCAD
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y	irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host a opportunities for input throughout the Study. BCAD he project website for the latest study information
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)?	irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host exportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals	irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host exportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)?	irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host exportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. Ou would like the FLL Part 150 Study to address
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals	irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host copportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway.
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway.
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host exportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway. Changes in flight paths for the north runway.
Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host exportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway Plantation

Dear Thierry Richter:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow

Page 739 June 2019

Thierry Richaer

Page 740

P-521: Thierry Richter (continued)

COMMENT CONTINUED

COMMENT CONTINUED

Under Florida kew, 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,

Thierry Richer

From: terichter [mailto:terichter@comcast.net]
Sent: Thursday, July 21, 2015 9:34 PM
To: Ryan, Tim <TRYAN@broward.org>; Carter, Kristin <KMCARTER@broward.org>; felicia_goldstein@mail.house.gov
Cc: Angelina Pluzhnyk dina@chyden.net>; Geoff Rames <grames.licla@gmail.com>; Dirk Lowry <dlowry137@comcast.net>
Subject: LICIA (Lauderdale Isles) FLL noise solutions

SOLUTIONS

We are abid that the 250° heading is necessary to maintain 15 degrees of seperation for flights departing both nurways simultaneously. Other airports accross the country accomplish seper by staggering departures. This could easily be accomplished at FLL.

When assigning north runway departures a 275° heading and restricting any turns until reaching 5 miles under 5000 feet would keep departing allicraft over industrial and clear of the Lauderdal tides. This restriction would sesture a distance and altitude that would drastically reduce the notes levels to pre expansion levels while causing a MINIMAL (10 second) delay on the north-bound

P-522: Anker Pearce

COMMENT RESPONSE

COLUNITY Airport	RTMENT Hollywood International uite 101 • Dania Beach, Florida 33312 •
First and Last Name Auker Pearly Address 2431 Whale Har	
Email Address	rand
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide upadditional public workshops to provide future	ternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the irport Noise Compatibility Planning. At key points odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	Early morning operations
Departures	☐ FAA airspace changes
☐ East Flow	☐ Frequency of operations
☐ West Flow	Overflights related to the new south runway
Nighttime operations (10pm -6am)	☐ Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

Dear Anker Pearce:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-7: Public Meetings/Administrative/Communication
- 1-9: Part 150 Regulations/FAA Guidelines

Page 741 June 2019

P-522: Anker Pearce (continued)

COMMENT CONTINUED





AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street Suite 101 - Dania Beach, Florida 33

Comment Form

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

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 HAVE NO FAITH IN THE
PART 150 program.
I HAVE NO FAITH IN BCAD the will be told to suck it and they will. They have no choice.
THE 130 Study will be done and
the FNA will when 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 Louderdale, and certainly not the uppid County Commission, we are FUCKED.

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.

P-523: Louis Allistair de Verteurl

COMMENT RESPONSE

Airport	TMENT Comment Form lollywood International late 101 - Dania Beach, Florida 33312 -
First and Last Name Louis ALLISTAI	2 - 10 1/5
Address 2649 NASSAU LANE	
	, PORT LAUDERDALE,
33312	
Email Address	OUTHONET
Meeting Location SIGNATURE GR	
Weeting Location	
during the project, newsletters will provide up	•
during the project, newsletters will provide up additional public workshops to provide future	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI ne project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.flipart150.com . T	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th and announcements at www.fllpart150.com . T What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. bu would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. but would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the work	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. So would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runware.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. So would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runware.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the work	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. bu would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. So would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Overflights related to the new south runware.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.flipart150.com . The work of the work	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Overflights related to the new south runwath Changes in flight paths for the north runwath.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . To What are the most significant concerns that yo about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwath Changes in flight paths for the north runwath.
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The www.fllpart150.com of the are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	rport Noise Compatibility Planning. At key points dates on study progress. BCAD will also host opportunities for input throughout the Study. BCAI he project website for the latest study information hank you for your interest and participation. But would like the FLL Part 150 Study to address are Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwated Changes in flight paths for the north runwated Plantation Plantation Cooper City

Dear Louis Allistair de Verteurl:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 743 June 2019

P-523: Louis Allistair de Verteurl (continued)

COMMENT CONTINUED

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: LANDENCE 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.

- 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 1595. 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 FLI)". ¹ 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". [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.³
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.
- 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.

Page 744 June 2019

¹Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

Environmental impact Study 2008, Page 6C-20: "Runway 9127R departure tracks were supplemented with 15-degree and 30 degree turns to the North. Runway 98/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departure."

³ EIS 2008: Appendix H, Page H.1-6 TM29

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-524: Mary Ayers

COMMENT RESPONSE

First and Last Name MARY AYER Address 2501 CAT CAY LAN FI. LANDER NAGE. T	\$
Address 2501 CAT CAY LAN	I.F.
+ /	
THE I SHILL IN INTELLED IN	1 33312
communities. This study, a "Part 150 Study," Code of Federal Regulations (CFR) Part 150, A during the project, newsletters will provide u additional public workshops to provide future encourages all interested parties to monitor t	nternational Airport (FLL) with the surrounding will follow the process outlined in Title 14 of the Airport Noise Compatibility Planning. At key points updates on study progress. BCAD will also host e opportunities for input throughout the Study. BCAI the project website for the latest study information
and appoundements at unusu filmart1EO com	Thank you for your interest and participation.
	you would like the FLL Part 150 Study to address
What are the most significant concerns that y	
What are the most significant concerns that y about aircraft flight activity (select up to 3)?	you would like the FLL Part 150 Study to address
What are the most significant concerns that y about aircraft flight activity (select up to 3)? □ Arrivals □ Departures □ East Flow	you would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
What are the most significant concerns that y about aircraft flight activity (select up to 3)? □ Arrivals □ Departures □ East Flow ☑ West Flow	you would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
What are the most significant concerns that y about aircraft flight activity (select up to 3)? □ Arrivals □ Departures □ East Flow	you would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
What are the most significant concerns that y about aircraft flight activity (select up to 3)? □ Arrivals □ Departures □ East Flow ☑ West Flow	you would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
What are the most significant concerns that yabout aircraft flight activity (select up to 3)? Arrivals Departures Eayt Flow West Flow Nighttime operations (10pm -6am)	you would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Mighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	you would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa
What are the most significant concerns that yabout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Mighttime operations (10pm -6am) Where do you live? Dania Beach	you would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runwa Changes in flight paths for the north runwa

Rese Attached

Dear Mary Ayers:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-7: Early morning and Nighttime Operations
- 2-9: Changes to Airport Operations
- 3-2: Quality of life
- 3-4: Fuel Residue/Soot
- 3-6: Prior Environmental Impact Statement (EIS)

Page 745 June 2019

P-524: Mary Ayers (continued)

COMMENT CONTINUED

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Airport
2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •

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.

Wellive in lauderdale Isles. The flights that
come in between 10p-6a constantly wake
my husband of 1 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 quinea pigs (yes,
you read that right) to the vet due to their
behavoral changes due to the plane noise effecting
their normal sleep schedule.

Not only are my husband of leep deprived
but our quinea pigs are too!

Pollution: coming out every morning to

my cal, pool, patio furnature
covered in this black "stuff" is less than
stellar. The fact that we have to breath
In this "stuff" is unacceptable.

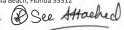
The current flight patterns constantly
disrupt us and negatively effect the quality
of life for not only us, but our entire
heighborhood of fauderdale listes.

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: _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 1595. 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 FLI)". 1 This is not being complied with.
- 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". [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.
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT
- 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.

¹Letter from Kent George to Mayor Jack Seller, August 3, 2015.

Environmental Impact Study 2008, Page 6C-30: "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".

³ EIS 2008: Appendix H, Page H.1-6 TM29

*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-525: Neil Rubin

COMMENT RESPONSE

BROWARD AVIATION DEPAR Fort Lauderdale-H	RTMENT Comment Form Hollywood International
	uite 101 • Dania Beach, Florida 33312 •
First and Last Name # Ru	Blo
7 TD(Ca	of Cay LA
Address	And the Til - SSA
FORT WA	wordste F1 333/7
Email Address neil @ A.O. T	7. Entoppises
Sian adulis	& Grand
Meeting Location 3194 A40 N	L UANU
The Broward County Aviation Department (BC	CAD) recently began a study to improve the
compatibility of Fort Lauderdale Hollywood In	ternational Airport (FLL) with the surrounding
ommunities. This study, a "Part 150 Study," v	will follow the process outlined in Title 14 of the
and of Federal Regulations (CER) Bost 150 Ai	
Joue of Federal Negulations (CFN) Part 130, Al	irport Noise Compatibility Planning. At key points
during the project, newsletters will provide up	odates on study progress. BCAD will also host
during the project, newsletters will provide up additional public workshops to provide future	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor th	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The state of the state	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up udditional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up udditional public workshops to provide future encourages all interested parties to monitor it and announcements at www.fllpart150.com . To What are the most significant concerns that yo shout aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation.
during the project, newsletters will provide up udditional public workshops to provide future encourages all interested parties to monitor the und announcements at www.fllpart150.com . The www.fllpart150.com of the work significant concerns that you bout aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up udditional public workshops to provide future encourages all interested parties to monitor than announcements at www.fllpart150.com . To what are the most significant concerns that yo bout aircraft flight activity (select up to 3)? Arrivals	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up udditional public workshops to provide future encourages all interested parties to monitor the und announcements at www.fllpart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
uring the project, newsletters will provide up dditional public workshops to provide future incourages all interested parties to monitor that announcements at www.fllpart150.com . The work of the most significant concerns that you bout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
uring the project, newsletters will provide up dditional public workshops to provide future incourages all interested parties to monitor the dannouncements at www.fllpart150.com .	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
during the project, newsletters will provide up udditional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . The work of	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The work of the work	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor the and announcements at www.fllpart150.com . The state of the state	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway Plantation Cooper City

Dear Neil Rubin:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations
- 2-8: Aircraft Altitude
- 2-9: Changes to Airport Operations
- 3-4: Fuel Residue/Soot
- 3-6: Prior Environmental Impact Statement (EIS)

SEE Attaklies

P-525: Neil Rubin (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



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

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.

Living in LaudeAbore Isle and be Awaken 30
By low flying planes: Stappy Almost Hanightly
FROM Bid PM - Cont lask T.V. with All
Windows closed! DistRURBS OUR ports All
night long! Thou, From Appear 3 Aux
thro morning voly food take ofte
water us up hightly! Also noticed even
in portect washing, the fixed starbord
to an At low lovel be really over house
No what of RAIN involved,
Out not has a sank cover- when lokes
nightly Activity, Hore's small Black
5 654 mes All ough the cough le puis
to breshe that, too.
Seems to twee gotten way worse And
wel only month have in August Tells.

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.

- 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 IS95. 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.
- 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". [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. 3
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT
- 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.

Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

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 North. The additional turns are needed to obtain minimum separation during simultaneous

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-526: Joan Smith

COMMENT RESPONSE

Airport	RTMENT follywood International Comment Form uite 101 - Dania Beach, Florida 33312 -
First and Last Name JOAN Smil	4h
Address AGGI KAY (ARGO	
Email Address JOANSMILL 266	10 gmail - com
Code of Federal Regulations (CFR) Part 150, Aiduring the project, newsletters will provide up additional public workshops to provide future	opportunities for input throughout the Study. BCAD ne project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	☐ Early morning operations
X Departures	☐ FAA airspace changes
☐ East Flow	☐ Frequency of operations
₩est Flow	Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
💢 Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

Dear Joan Smith:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-5: Existing/General Noise Complaint
- 3-5: Vibration

Page 749 June 2019

P-526: Joan Smith (continued)

COMMENT CONTINUED

Comment Form



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

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.

and airport wiserors never a problem until	
-3 yels ago Now when we have want tout of the	
went the planes fly home over on netophorbook fline	06
of thering out over 595 they lum north who	
there are still how and make window rathlings	heo
this can be fixed by heeping the oreer 5 95 }	_
this can be fixed by heping the over 5 95 }	_
atlanding taholy from N + 5 Nummy Streets	Fa
to do #4	-
It will be a lot Cheaper to do This than noise	
It will be a lot Cheaper to do The than worse fatured mangeres 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.

Page 750 June 2019

P-527: Kenneth Caccauale

COMMENT **RESPONSE**



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International 2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •

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.

West	bound fl	ights u	reeving	North	over
Laude	whole Ilses	Commi	unity -	Noise V	over 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.

Dear Kenneth Caccauale:

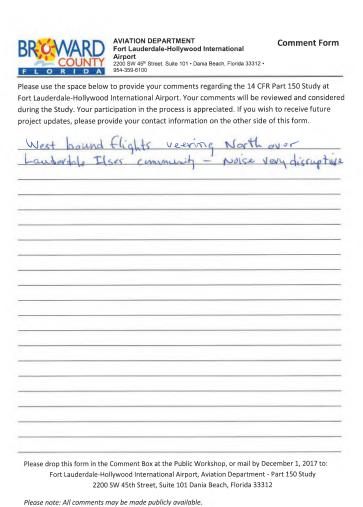
Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-4: West Flow
- 2-5: Existing/General Noise Complaint

Page 751 June 2019

P-527: Kenneth Caccauale (continued)

COMMENT CONTINUED



Page 752 June 2019

P-528: Gary Luedtke

COMMENT RESPONSE

	TMENT Comment Form
COUNTY Airport 2200 SW 45th Street, Suit 954-359-6100	te 101 • Dania Beach, Florida 33312 •
First and Last Name GARY LUED	TKE
Address 4461 5W 34 DRIV	
DANIA BEACH FL	33512 - 5513
Email Address GLUEDTER C	GMAIL.COM
Meeting Location ANNE KOLB	E CONSTITE GONIN
ivideting Location	- SIGNATURE GRAND
additional public workshops to provide future or encourages all interested parties to monitor the	lates on study progress. BCAD will also host upportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation.
additional public workshops to provide future or encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you	opportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation.
additional public workshops to provide future or encourages all interested parties to monitor the and announcements at www.filpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)?	opportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation.
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures	pportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)?	pportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.filpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	pportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.filpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	pportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am)	pportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	pportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	pportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	proportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
additional public workshops to provide future of encourages all interested parties to monitor the and announcements at www.fllpart150.com . The What are the most significant concerns that you about aircraft flight activity (select up to 3)? Arrivals Departures	proportunities for input throughout the Study. BCAD e project website for the latest study information nank you for your interest and participation. u would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway Plantation Cooper City

Dear Gary Luedtke:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-7: Public Meetings/Administrative/Communication
- 1-10: NCP Recommendations
- 2-10: Airport Operations Forecast

Page 753 June 2019

P-528: Gary Luedtke (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT
Fort Lauderdale-Hollywood International
Alrport
2200 SW 45th Street, Suite 101 • Dania Beach, Florida 33312 •

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.

· WHO IS THE DANIA BEACH CHAMBER OF COMMERCE TAC MEMBER?
• NOISE MODITOR TOTAL EVENTS 4TH QUARTER OF IL CONCLUDE THAT

THE GRIPFIN CORPIDER, ADJACENT WEST OF THE SOUTH RUNDARY

THE CITY OF DANIA BEACH, ADTACENT WEST, SOUTH, = EAST OF THE SOUTH RUNWAY

GETS 95%

Please prioritine all your considerations accordingly

. FLL 2016 OFERATIONS WERE:

91,000 SHORT OF THE FORECAST BASIS FOR RUNNAS EXPANSION MOST EQUAL TO PRIOR YEAR 1999

FORECASTED 'IL OPERATIONS NOW EXPERTED TO BE REACHED

IN (TERMIAL AREA FORECHSTED) 2085.

THE AVAILABLE UNUSED CAPACITY IS THE BASIS FOR
150 IMSTITUTING PREFERENTIAL RUNWAY USES

* RESTRICTIONS ATTACHED HIRETO"

- 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.
- 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).
- 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 PULKTO RICO, WE CAN GO THE MILE.

P-529: Lynn Cahoon

COMMENT RESPONSE

Airport	RTMENT Comment Form Hollywood International uite 101 - Dania Beach, Florida 33312 -
First and Last Name	hoon
Address 2460 Cat Cay in	
For Land 3331	2
Email Address Lung Cohoon @ Mac	· pm
	0
Meeting Location	al .
during the project, newsletters will provide up additional public workshops to provide future	opportunities for input throughout the Study. BCAD he project website for the latest study information
What are the most significant concerns that yo about aircraft flight activity (select up to 3)?	ou would like the FLL Part 150 Study to address
☐ Arrivals	☐ Early morning operations
☐ Departures	☐ FAA airspace changes
☐ East Flow	\square Frequency of operations
🛚 West Flow	Overflights related to the new south runway
☐ Nighttime operations (10pm -6am)	☒ Changes in flight paths for the north runway
Where do you live?	
☐ Dania Beach	☐ Plantation
☐ Fort Lauderdale (east of FLL)	☐ Cooper City
☑ Fort Lauderdale (north or west of FLL)	☐ Southwest Ranches
☐ Hollywood	☐ Weston
☐ Davie	☐ Other

Dear Lynn Cahoon:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 755 June 2019

P-529: Lynn Cahoon (continued)

COMMENT CONTINUED

Comment Form

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport

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

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.

See	attached,
The o	only change we need is for westerly departures but to the 275 heading, as they did to the opening of the south running.
Prior	to the opening of the south runway.
with homes and	the 290 healing, planes go directly over our s, creating unbewable proise, even in early more lake-night hours.
There on ou	is enough distance (according to airline pilots or community's Noir Committee) for "separation" 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 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: Lynn Cahoon My email address: I lynncahon@ 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 1595. 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.
- 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". [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.³
- 5. There is no mention of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT
- 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,
- 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.

Tentrom neuron service on major ann servic, majors 2, 2012.

Tentrom ental Impact Study 2008, Page 6C-10: "Burway 91.278 departure tracks were supplemented with 15-degree and 30-degree turns to the Morth. Runway 91.278 departure tracks were supplemented with 15-degree and 30-degree turns to the Morth. Runway 91.278 departure tracks were supplemented with 15-degree and 30-degree turns to the Morth. Runway 91.278 departure tracks were supplemented with 15-degree and 30-degree turns to the Morth. Runway 91.278 departure tracks were supplemented with 15-degree and 30-degree turns to the Morth. Runway 91.278 departure tracks were supplemented with 15-degree and 30-degree turns to the Morth. Runway 91.278 departure tracks were supplemented with 15-degree and 30-degree turns to the Morth. Runway 91.278 departure tracks were supplemented with 15-degree and 30-degree turns to the Morth. Runway 91.278 departure tracks were supplemented with 15-degree and 30-degree turns to the Morth. Runway 91.278 departure tracks were supplemented with 15-degree turns to the Morth. Runway 91.278 degree turns to the South 15-degree turns to the South 15-de

³ EIS 2008: Appendix H, Page H. 1-6 TM29 *Miarmi 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/RAHMA (sit) and 275 (West) MNATE (sic)

P-530: Terry Rhoades

COMMENT RESPONSE



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: Terry Rhordes, 2607 Gulfstearn Lu, Fort Laubendal, My email address: Fl. 33713

Ilive 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 1595. 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 FLI)". ¹ 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". [emphasis added].
- 4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and <u>only one</u> noise reading was taken for the EIS: for an arrival on Tortugas Lane.³
- 5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.⁴
- 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.

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."

³ EIS 2008: Appendix H, Page H.1-6 TM29

*Milami 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].

out door area unusable when takeoffs, are to though

Dear Terry Rhoades:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 757 June 2019

¹Letter from Kent George to Mayor Jack Seller, August 3, 2015.

P-531: Barbara Magill

COMMENT RESPONSE

BROWARD AVIATION DEPA	RTMENT Comment Form Hollywood International
F L O R I D A 2200 SW 45 th Street, S 954-359-6100	Suite 101 • Dania Beach, Florida 33312 •
First and Last NameBARBANA	MA6.11
Address 1448 SE 1444	St.
Ft. Lawrendale ,	FL 333/6
Email Address Landendale hans	ORS@GMAil.com
Meeting Location 600 SE 3 Cd A	
Meeting Education	10
	irport Noise Compatibility Planning. At key points
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor to and announcements at www.fllpart150.com . What are the most significant concerns that y	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than dand announcements at www.fllpart150.com . What are the most significant concerns that yabout aircraft flight activity (select up to 3)?	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor than an announcements at www.fllpart150.com . What are the most significant concerns that yabout aircraft flight activity (select up to 3)? Arrivals	odates on study progress. BCAD will also host proportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . What are the most significant concerns that yabout aircraft flight activity (select up to 3)? Arrivals East Flow	odates on study progress. BCAD will also host poportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . What are the most significant concerns that yellout aircraft flight activity (select up to 3)? Arrivals Departures East Flow West Flow	odates on study progress. BCAD will also host copportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor thand announcements at www.fllpart150.com . What are the most significant concerns that yabout aircraft flight activity (select up to 3)? Arrivals Pepartures East Flow West Flow Nighttime operations (10pm -6am)	odates on study progress. BCAD will also host copportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor to and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Pepartures East Flow West Flow Nighttime operations (10pm -6am) Where do you live?	odates on study progress. BCAD will also host copportunities for input throughout the Study. BCAD he project website for the latest study information Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Pepartures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? Arrivals Pepartures East Flow West Flow Nighttime operations (10pm -6am) Where do you live? Dania Beach Fort Lauderdale (east of FLL)	odates on study progress. BCAD will also host opportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway
during the project, newsletters will provide up additional public workshops to provide future encourages all interested parties to monitor t and announcements at www.fllpart150.com . What are the most significant concerns that y about aircraft flight activity (select up to 3)? arrivals	odates on study progress. BCAD will also host to opportunities for input throughout the Study. BCAD he project website for the latest study information. Thank you for your interest and participation. ou would like the FLL Part 150 Study to address Early morning operations FAA airspace changes Frequency of operations Overflights related to the new south runway Changes in flight paths for the north runway.

Dear Barbara Magill:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-5: Existing/General Noise Complaint
- 2-9: Changes to Airport Operations
- 3-2: Quality of LIfe
- 3-3: Impact on Property Values

Page 758 June 2019

P-531: Barbara Magill (continued)

COMMENT CONTINUED



AVIATION DEPARTMENT Fort Lauderdale-Hollywood International Airport Comment Form

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

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 S. 50 is H, in the recovering when the first flights take off form Nonth Runway at FLL. The plane make a turn to the Nonth as it loudly accelerates to the Sky. Once it gets Near State Road 84 to the PORT Aroa it Strughtens out, As Soon as it gets to the water funning Nonth.

With the opening of the South Runway it has Dimis hed the guility of life for myself and my Neighbors. We the constantly disturbed by the Sound of engines dire to the flight path. PRior to opening the South Runway it was Rane to hear planes.

All it would fake at FLL is to have planes go an extra mile over the water before turning.

Extend the East west take off hours to lopen-7 am 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.

P-532: Tom Feerland

COMMENT RESPONSE



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 Inonth the sent to my email address.

My Name & Address: Tom For land 2636 Maratha lave, Ft-Land 3331.
My email address: Far Ala 78 a bell south, not

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 1595. 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 FLI)". ¹ This is not being complied with.
- 3. We were then told that the new departure procedures are in accordance with the Environmental impact Study (Els) for 2008. "The additional turns are needed to obtain minimum separation during simultaneous departures". [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.³
- 5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document. ⁴
- 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.

¹Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

Environmental Impact Study 2008, Page 6C-70: "flurnway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27I departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

EIS 2008: Appendix H, Page H.1-6 TM29

*Mismi 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).

Dear Tom Feerland:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- · 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- 3-6: Prior Environmental Impact Statement (EIS)

Page 760 June 2019

P-533: Bob Magill

COMMENT RESPONSE

Address Meeting Location AVIATION DEPARTMENT For Lauderdale-Hollywood International Airport 220 SW 45° Street, Suite 101 · Dania Beach, Florida 33312 · 954-359-6100 First and Last Name Address Meeting Location AVIATION DEPARTMENT For Lauderdale-Hollywood International Airport 220 SW 45° Street, Suite 101 · Dania Beach, Florida 33312 · 954-359-6100 First and Last Name Address Meeting Location AVIATION DEPARTMENT For Lauderdale-Hollywood International Airport 220 SW 45° Street, Suite 101 · Dania Beach, Florida 33312 · 954-359-6100 First and Last Name Address Meeting Location AVIATION DEPARTMENT For Lauderdale-Hollywood International Airport 220 SW 45° Street, Suite 101 · Dania Beach, Florida 33312 · 954-359-6100 First and Last Name Address Meeting Location	deke
First and Last Name Address Email Address	dete
First and Last Name BOD Mag. 11 Address 1448 SE 144h St, Fort Lander Email Address	dete
Address 1448 SE 144hof, Fort Lander	dete
	dete
Meeting Location 600 SE 3rd Ave	
encourages all interested parties to monitor the project website for the latest stu and announcements at www.flipart150.com . Thank you for your interest and part What are the most significant concerns that you would like the FLL Part 150 Study	ticipation.
about aircraft flight activity (select up to 3)?	y to dudiess
Arrivals 🔀 Early morning operations	
☐ FAA airspace changes	
☐ East Flow ☐ Frequency of operations	
☐ West Flow ☐ Overflights related to the n	
✓ Nighttime operations (10pm -6am) ✓ Changes in flight paths for the state of t	the north runwa
A Changes in highe parts for	
Where do you live?	
Where do you live? Dania Beach Fort Lauderdale (east of FLL) Cooper City	
Where do you live? ☐ Dania Beach ☐ Plantation	

Dear Bob Magill:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 2-1: Arrivals
- · 2-2: Departures
- 2-3: East Flow
- 2-7: Early Morning and Nighttime Operations
- 2-9: Changes to Airport Operations

Page 761 June 2019

P-534: Valerie Rhoades

COMMENT RESPONSE

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: Valeric Ahoades 2607 Gulfstream Ln. Ft. Lauderdale, FL My email address: Valeric @ 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 1595. 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 FLI)". ¹ This is not being compiled 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". [emphasis added].
- 4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and <u>only one</u> noise reading was taken for the EIS: for an arrival on Tortugas Lane.³
- 5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.⁴
- 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.

Environmental Impact Study 2008, Page 6C-20: "Runway 9I.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."

*Milami 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].

ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].

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

Dear Valerie Rhoades:

Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-2: Departures
- 2-4: West Flow
- 2-9: Changes to Airport Operations
- · 3-2: Quality of Life
- 3-6: Prior Environmental Impact Statement (EIS)

Page 762 June 2019

¹ Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

³ EIS 2008; Appendix H. Page H.1-6 TM29