

APPENDIX I

Public Comments

This Appendix contains a copy of public and agency comments received throughout the development of the Fort Lauderdale-Hollywood International Airport (FLL) Title 14 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Program (NCP). Responses to the comments are also included in this appendix.

Public comments also include written comments received by mail and transcripts of oral comments and pre-recorded video testimony provided at the Public Hearing.

One elected official and 176 public comments were received on the Draft NCP Report. This appendix contains the following items:

- Appendix I-1 Topic Specific Responses
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Appendix I-1

Topic Specific Responses

TOPIC SPECIFIC RESPONSES

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

1-1 DNL (Use of the DNL Metric)

Day-Night Average Sound Level (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 Title 14 Code of Federal Regulations (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.

(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.¹

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.”² DNL is the 24-hour average sound level in A-weighted decibels (dBA). In order to comply with the 14 CFR Part 150 regulations above, this average is derived from all aircraft operations and represents an airport’s average annual operational day during a 24-hour period. This 24-hour average sound level representing annual operations is referred to as DNL. (It should be noted that in the regulation above the day-night average sound level 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 10:00 p.m. and 7:00 a.m. receive an additional 10-decibel weighting. 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 the Aviation Environmental Design Tool (AEDT) Version 2d, 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.

¹14 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>

1-2 AEDT/Noise Exposure Map Methodology

The noise modeling methods used in the Fort Lauderdale-Hollywood International Airport (FLL) Part 150 Study comply with Title 14 Code of Federal Regulations (CFR) Part 150 and Federal Aviation Administration (FAA) policy and guidance. 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, air emissions, and noise from aviation-related sources. AEDT is a comprehensive tool that provides information to FAA, airport sponsors, and the public on each of these specific environmental impacts. AEDT also facilitates environmental review activities required under the National Environmental Policy Act by consolidating the modeling of these environmental impacts into a single tool.

The use of FAA-approved methodologies and computer models, 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 (NEM) is listed in Appendix A of the 14 CFR Part 150 regulations (Sec.A150.103):

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.

In addition to the detailed information about FLL-specific activity listed above, local terrain data was used in the model to ensure that local topographical differences are factored into the environmental modeling. This data was compiled, organized, and entered into AEDT for the calculation of the noise impacts in accordance with the requirements and regulations above.

The FAA evaluated the NEMs and supporting documentation and, on October 3, 2019, issued a determination the NEMs were in compliance with applicable requirements of 14 CFR Part 150 (see Appendix B of the Noise Compatibility Program Report).

1-3 Noise Modeling Data

The use of the Aviation Environmental Design Tool (AEDT) is required by Title 14 Code of Federal Regulations (CFR) Part 150 regulations and the amount of data that is entered into the model for generation of the Noise Exposure Maps (NEMs) is comprehensive and wide ranging. The NEMs are developed prior to the Noise Compatibility Program (NCP) in order to understand the noise exposure on surrounding communities. The NCP provides recommended measures to address aircraft noise and land use compatibility. The data that must be collected in order to generate the noise exposure map is listed in Appendix A of the 14 CFR Part 150 regulations and includes the following:

- Airport Activity Information, including 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 the Fort Lauderdale-Hollywood International Airport (FLL)).
- Local Meteorological Data.

Local terrain data was also used in the analysis so local topographical differences can be accounted for in the generation of the NEMs.

Airport Activity Information was obtained directly from the Broward County Aviation Department's Aircraft Noise and Operations Monitoring System (ANOMS) for calendar year 2016. The ANOMS radar data provided flight path and profile information for each recorded aircraft. It also provided 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 reviewed and updated as needed to build a complete picture of the existing and future aircraft activity at FLL.

Forecasted aircraft operations were generated for two NEM 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.

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 includes average annual temperature, pressure, sea level pressure, relative humidity, dew point, and wind speed.

1-4 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 identified in Table 1 of 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 around an airport.
- Noise Compatibility Program (NCP) – Recommends measures to address land use compatibility. FAA-approved measures can be eligible for federal funding.

The first phase of the 14 CFR Part 150 study process is to develop maps that depict both noise exposure contours and the land uses around the airport and identify those land uses that are noncompatible with certain noise levels. The draft maps and land use compatibility determinations are circulated for public review and comment before finalization. The NEMs also serve as the baseline against which measures to improve compatibility are compared during the second phase of the 14 CFR Part 150 study process. These measures are summarized in the NCP and may include, but are not limited to, 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.

1-5 Noise Measurements Rather than DNL/Modeling

Local noise measurements provide noise level information at specific points and for specific aircraft events. This is helpful for understanding the noise level generated by a specific aircraft event or for reviewing noise level trends over time. However, noise measurements provide limited information when evaluating noise exposure and land use compatibility over a broad area surrounding an airport. Also, noise monitors can include the contribution of non-aircraft noise sources, altering the results of aircraft noise readings. Title 14 Code of Federal Regulations (CFR) Part 150 requires that “The exposure of individuals to noise resulting from the operation of an airport must be established in terms of yearly day-night average sound level (YDNL)...”. Use of a noise model allows calculation of aircraft noise exposure in terms of Day-Night Average Sound Level (DNL) at numerous points around the airport. That noise exposure is then compared to the land use compatibility criteria provided in Appendix A, Table 1 of 14 CFR Part 150. Noise modeling also allows for the prediction of future exposure levels based on expected changes in aircraft activity. To determine sound exposure for this 14 CFR Part 150 Study, the Aviation Environmental Design Tool (AEDT) calculated DNL values for 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 Federal Aviation Administration (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 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.

1-6 Noise and Operations Monitoring System (NOMS)

The Broward County Aviation Department's noise and operations monitoring system (NOMS) consists of two basic elements: a radar system for the purpose of acquiring flight track information and 13 permanent noise monitoring stations.

The NOMS main server collects data from both the PASSUR (Passive Secondary Surveillance Radar) system and the noise monitors in place around the Fort Lauderdale-Hollywood International Airport (FLL). The integration of these two systems allows FLL's Noise Officer to gather information on the flight of aircraft and specific noise events in surrounding communities. Table 4-1 of the Noise Compatibility Program (NCP) Report provides the locations of the existing noise monitors.

The radar data acquired from the PASSUR system is used to identify FLL's arrival and departure corridors and perform operational analyses. An operational analysis can provide information about the number, types, and altitudes of airplanes that fly over a specific point during a given time period.

FLL's noise monitoring equipment attempts to differentiate between aircraft and other noise sources by referencing programmed algorithm thresholds as noise events progress. BCAD's NOMS software compares aircraft noise events to radar data to determine if aircraft were nearby when the event in question occurred. When an unusual noise event occurs, this data allows FLL's Noise Officer to determine the circumstances associated with the noise event.

The NCP includes an evaluation of the existing monitoring system. See Program Management Measure 2 (PM-2): *Evaluate/Update the Existing Noise Monitoring and Flight Tracking System* described on pages 4-7 to 4-10 of the NCP Report.

1-7 Flight Tracks

The flight tracks of aircraft are an important aspect of noise modeling and generating the Noise Exposure Maps. Flight tracks can be thought of as 3-dimensional bundles of similarly oriented flights that define primary flight corridors for the purposes of Aviation Environmental Design

Tool (AEDT) noise modeling. These corridors are then weighted by the percentage of use to represent the actual activity at the Fort Lauderdale-Hollywood International Airport (FLL) over an entire year. As part of the Title 14 Code of Federal Regulations Part 150 study process, radar data from calendar year 2016 were used as the basis for developing the AEDT flight tracks. The radar data not only include geospatial data for each aircraft, but aircraft type, flight number, registration number, operation type, time of flight, and the origin/destination airports. The final flight track data set resulting from the radar track analysis represents all aircraft arriving and departing FLL throughout the course of a year.

1-8 Early Morning and Nighttime Operations

The frequency and location of nighttime operations are key considerations in evaluating airport noise and developing Noise Exposure Maps. As required by Title 14 Code of Federal Regulations (CFR) Part 150, the Day-Night Average Sound Level (DNL) metric is used to determine the noise exposure at the Fort Lauderdale-Hollywood International Airport. The DNL metric automatically includes a 10-decibel weighting, or 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 p.m. to 7:00 a.m. counts as 10 operations, for the purposes of determining cumulative noise exposure. The Aviation Environmental Design Tool noise modeling conducted for the 14 CFR Part 150 Study was based on actual data, which accounts for aircraft operations that occurred during nighttime hours, including those resulting from flight delays.

1-9 Public Meetings/Outreach

A number of public outreach meetings were held throughout the Fort Lauderdale-Hollywood International Airport's Title 14 Code of Federal Regulations (CFR) Part 150 Study and are outlined in Chapter 6 of both the Noise Exposure Map (NEM) and the Noise Compatibility Program (NCP) reports.

Public outreach was conducted through various means of communication, including: public workshops and a public hearing, a project website, email notifications, newspaper ads, and social media. Throughout the study process, the Broward County Aviation Department (BCAD) implemented a proactive agency consultation and public involvement program that satisfied the requirements of 14 CFR Part 150. BCAD also met with members of the following political subdivisions:

- City of Fort Lauderdale
- City of Dania Beach
- Town of Davie
- City of Hollywood
- City of Plantation
- Town of Southwest Ranches
- City of Cooper City
- City of Weston

Each of these jurisdictions, along with the Airport Noise Abatement Committee and various other stakeholders, actively participated on the 14 CFR Part 150 study's Technical Committee, which met eight times during the course of the study. BCAD also directly coordinated with the Town of Davie, City of Fort Lauderdale, City of Hollywood and City of Dania Beach, which are the land use agencies for land located within the Day-Night Average Sound Level 65 and higher contours. The public comment period for the Draft NCP began on March 14, 2021 and ended on May 15, 2021. A public workshop and hearing for the Draft NCP were held on April 21, 2021.

Issue 2: Current Airport Operations and Concerns

2-1 Arrivals

Aircraft operation is influenced by a number of factors including runway configuration and wind conditions. The Fort Lauderdale-Hollywood International Airport (FLL) has two runways oriented in an east-west parallel configuration. To maximize performance, aircraft take off and land into the wind. The local prevailing winds at FLL create two operating conditions, which are commonly referred to as East Flow and West Flow. During East Flow, winds are coming from the east and arrivals approach FLL from the west. Due to FLL's coastal setting and prevailing winds, this represents approximately 80 percent of its operational flow. Because most aircraft are arriving from the north, Runway 10L-28R (the North Runway) is the most heavily used arrival runway accounting for approximately 65 percent daytime arrivals and more than 90 percent of nighttime (10:00 p.m. to 7:00 a.m.) arrivals in combined East and West Flow conditions.

The East Flow arrivals primarily approach the airport from the northeast, southeast, and west. The northeast arrivals travel south over the ocean and turn west traveling parallel to the runways approximately five miles north of FLL; these arrivals are then routed south and back to the east and sequenced with straight in arrivals for their final approach between 6 and 12 miles west of FLL. East Flow arrivals from the southeast travel north over the ocean and then turn west joining the arrival stream north of FLL. A small percentage of arrivals, largely turboprop aircraft, branch off while still over the water and travel parallel to the runways, approximately six miles south of FLL, in preparation for a final approach turn to the north and then to the east into Runway 10R. Arrivals from the west fly straight-in into both runways.

The West Flow arrivals line up for approach over the water with the exception of flights originating to the west of FLL, where flights travel parallel to the runways approximately five miles north of FLL and turn into the final approach while five to six miles offshore. See Chapter 4 and Appendices B and K of the Noise Exposure Map Report for more information about FLL arrivals.

2-2 Departures

Aircraft operation is influenced by a number of factors including runway configuration and wind conditions. The Fort Lauderdale-Hollywood International Airport (FLL) has two runways oriented in an east-west parallel configuration. To maximize performance, aircraft take off and land into the wind. The local prevailing winds at FLL create two operating conditions, which are commonly

referred to as East Flow and West Flow. When the winds are coming from the east, FLL operates in East Flow. During East Flow, winds are coming from the east and aircraft are departing to the east. Due to FLL's coastal setting and prevailing winds, this represents approximately 80 percent of its operational flow. Because most aircraft are departing to destinations located to the north of FLL and Runway 10L-28R (the North Runway) is longer, Runway 10L-28R is the most heavily used departure runway and accounts for approximately 62 percent of daytime departures and more than 80 percent of nighttime (10:00 p.m. to 7:00 a.m.) departures in combined East and West Flow conditions.

The East Flow departures are given assigned headings of 080 and 095 degrees and fly eastward over the ocean. They then predominately turn to a north heading to northerly destinations. Departures heading to the northeast remain over the water as they travel to the north while the northwest bound flights turn westward over the Pompano Beach area.

The West Flow departures are given assigned headings of 275 and 290 degrees and fly westward before predominately turning to a north heading to northerly destinations. This may result in overflights over communities northwest and west of FLL. See Chapter 4 and Appendices B, F, and K of the Noise Exposure Map Report for more information about FLL departures.

2-3 East Flow

The Fort Lauderdale-Hollywood International Airport (FLL) has two runways oriented in an east-west parallel configuration. To maximize performance, aircraft take off and land into the wind. The local prevailing winds at FLL create two operating conditions, which are commonly referred to as East Flow and West Flow. When the winds are coming from the east, FLL operates in East Flow. During East Flow, winds are coming from the east and aircraft are arriving from the west and departing to the east (over the ocean). Due to FLL's coastal setting and prevailing winds, this represents approximately 80 percent of its operational flow.

2-4 West Flow

The Fort Lauderdale-Hollywood International Airport (FLL) has two runways oriented in an east-west parallel configuration. To maximize performance, aircraft take off and land into the wind. The local prevailing winds at FLL create two operating conditions, which are commonly referred to as East Flow and West Flow. When the winds are coming from the west, FLL operates in West Flow. During West Flow, winds are coming from the west and aircraft are arriving from the east (over the ocean) and departing to the west. Due to FLL's coastal setting and prevailing winds, it operates in West Flow approximately 20 percent of the time.

2-5 Existing/General Noise Comments

The Broward County Aviation Department received concerns over specific aircraft events. The aircraft activity used in developing the Noise Exposure Maps and Noise Compatibility Program consider all aircraft events that occur throughout the course of a year. The existing aircraft related noise exposure was defined in the Title 14 Code of Federal Regulations (CFR) Part 150 Study

through the use of noise exposure maps or contours prepared with the Federal Aviation Administration's (FAA) Aviation Environmental Design Tool. This analysis used actual aircraft operational data from the Fort Lauderdale-Hollywood International Airport's aircraft noise and operations monitoring system for calendar year 2016. The radar data includes not only flight paths for each recorded aircraft, it contains aircraft type, operation type, time of flight, and origin/destination airports. This information was prorated to 2018 and 2023 operational levels to generate Day-Night Average Sound Level (DNL) contours for the average annual day, as required by 14 CFR Part 150.

Although the FAA recognizes that noise occurs outside of these contours, the DNL 65 contour has been federally accepted as the level at which residential and other noise sensitive land uses are considered incompatible with aircraft noise.

Concerns related to individual aircraft overflights located outside the DNL 65 contour are beyond the purview of the 14 CFR Part 150 Study. However, the Broward County Aviation Department works with the FAA and aircraft operators try to minimize community noise impacts and operates an airport noise office to manage and investigate community noise concerns.

2-6 Frequency of Operations

The Broward County Aviation Department received some concerns about aircraft overflight frequency including periodic overflights. Some areas around the Fort Lauderdale-Hollywood International Airport (FLL) experience a much higher number of overflights due to the configuration of the airfield, wind conditions, published flight procedures, and airspace operational separation requirements. As activity levels or operational conditions at FLL change, one area may be exposed to a higher frequency of overflights throughout a given day or during a more extended time period. As part of the Title 14 Code of Federal Regulations (CFR) Part 150 study process, radar data from calendar year 2016 were used as the basis for the flight data entered into the Aviation Environmental Design Tool for the generation of the Noise Exposure Maps. The flight tracks used for noise 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 Day-Night Average Sound Level (DNL) noise metric to determine sound exposure. DNL reflects the annual average day sound exposure in A-weighted decibels. As a result, areas that occasionally receive increased numbers of overflights by aircraft that are relatively loud, may be located outside the noise contours.

2-7 Aircraft Altitude

The Broward County Aviation Department received some concerns about the altitude of arriving aircraft, while others have expressed concern about the altitude of departing aircraft. The airspace surrounding the Fort Lauderdale-Hollywood International Airport (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. Arriving aircraft are ultimately transitioned to the extended runway centerline to begin their approach on a 3-degree approach slope into FLL. As aircraft are sequenced to the final approach and merged with aircraft that are

already established on the extended runway centerline, the Federal Aviation Administration must make sure that there is adequate separation between aircraft. This requires a minimum of 3 miles of horizontal separation or 1,000 feet of vertical separation. During peak periods, when the distance between aircraft arrivals is compressed, aircraft will be assigned a lower altitude to ensure safe separation as they are merged into the arrival stream. This often results in aircraft being relatively low while they are still quite some distance from FLL. Measure NA-4 in the Noise Compatibility Program Report is intended to address this specific concern.

Likewise, the airspace is structured so that departing aircraft can transition from the airfield to the en route environment. The climb performance of departing aircraft can be affected by a number of factors including the airframe and engine performance, weather conditions and the weight of the aircraft. Those factors can result in variations in aircraft altitude on a specific day or between different aircraft. Aircraft that turn earlier during departure may be lower when passing over some areas than other aircraft that may climb higher before initiating their turn. Additionally, many larger aircraft now have nearly identical physical similarities to smaller aircraft, thus making them appear lower on departure.

2-8 Changes to Airport Operations

This Title 14 Code of Federal Regulations Part 150 Study modeled noise levels at the Fort Lauderdale-Hollywood International Airport (FLL) for current operating conditions and near-term future conditions and includes a noise compatibility program to reduce noncompatible land uses within the Day-Night Average Sound Level 65 contour. This Part 150 Study identified and recommended changes to operations at FLL via Noise Abatement Measures identified in Table 2-6 in the Noise Compatibility Program (NCP) Report.

It should be noted that there is a completely separate Federal Aviation Administration (FAA) project that analyzed proposed changes to aircraft flight paths and procedures called the South-Central Florida Metroplex. The Metroplex project was led by the FAA, completely separate from the Broward County Aviation Department's (BCAD) Part 150 Study, with the specific goals of improving the safety and efficiency of air traffic routes in the South-Central Florida region. The FAA's Metroplex project evaluated potential route and airspace procedure modifications located primarily above 10,000 feet. Because the Metroplex project included potential modifications of air traffic routes at FLL, BCAD held several discussions with the FAA to update the FAA on the progress of the Part 150 Study. Additionally, BCAD provided comments to the FAA on the Draft Environmental Assessment consistent with the recommendations outlined in the NCP Report. These discussions are described further in Chapter 6 of the NCP Report.

2-9 Aircraft Operations Forecast

As part of the Title 14 Code of Federal Regulations Part 150 process, Noise Exposure Maps were generated for two study years: 2018 and 2023. Actual operating data from calendar year 2016 was used to forecast anticipated aircraft activity at the Fort Lauderdale-Hollywood International Airport (FLL) in 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 in the Part 150

Study process 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 for FLL.

2-10 FLL 2008 EIS Mitigation Program

Beginning in 2012, the Broward County Aviation Department (BCAD) implemented a voluntary Residential Sound Insulation Program (RSIP) to sound-insulate residential properties located within in the Day-Night Average Sound Level (DNL) 65 and higher contour areas, as defined in the 2008 Environmental Impact Statement (EIS) and its Record of Decision (ROD) for the expansion of Runway 10R-28L (the South Runway). This includes residences west of Runway 10R-28L in the Avon Park residential area and immediately south of Runway 10R-28L in the Melaleuca Gardens residential areas. Residences in Dania Beach located immediately south of Runway 10R-28L also participated in the RSIP. Residential units that were included in the 2008 Mitigation Program boundary are depicted in Chapter 3, Figure 3-1 in the Noise Compatibility Program Report.

The EIS RSIP was a voluntary program that followed Federal Aviation Administration guidelines to achieve an interior noise level of no greater than 45 decibels. The treatments included, but were not limited to, upgrading windows, doors and ventilation systems in order to reduce the interior noise.

There were more than 1,850 single-family and multi-family residences identified as potentially eligible for sound insulation. However, after interior to exterior testing and a number of other eligibility criteria were applied, approximately 1,200 residential units received sound insulation.

The noise contours developed for the EIS anticipated a somewhat balanced use of the north and south runways. As a result, the contours generated and used for the 2008 Mitigation Program were quite large off the South Runway relative to the 2023 DNL 65 contours generated through the current Title 14 Code of Federal Regulations (CFR) Part 150 study process. The current Part 150 study contours reflect the effects of the voluntary user program, which limits use of the South Runway at night, as well as changes in the aircraft fleet and other factors which affect aircraft noise.

The 2008 EIS ROD also included a Voluntary Standard Sales Assistance (SSA) Program and a Conveyance and Release (CAR) Program. SSA Program allowed participants to list their property for sale on the market at its appraised fair market value (FMV) with a guarantee from Broward County to assist financially if the home should sell for less than FMV. A total of 1,014 units were identified as potentially eligible for the SSA Program, all of which were located within the City of Dania Beach. As of January 2020, only one eligible residential unit had utilized the SSA Program. The CAR Program was developed to provide eligible property owners, who did not want to sell their home under the SSA Program, compensation in exchange for the dedication of a CAR. The CAR agreement operates in a manner similar to an aviation easement, in that the property owner acknowledges BCAD's right to conduct aircraft operations over the parcel and also acknowledges that impacts may occur. As of January 2020, Broward County had completed closings on 634 CAR agreements with another 71 in-process.

2-11 Mandatory Runway Closures/Operational Curfews

Occasionally, airport runways have to be closed to facilitate maintenance and rehabilitation activities, such as repaving, and to address unsafe conditions, such as debris on the runway. At Fort Lauderdale-Hollywood International Airport (FLL), the North Runway (10L-28R) was closed for four months in 2019 for rehabilitation, which included a number of runway and airfield improvements. These types of closures are temporary in nature and require approval from the Federal Aviation Administration (FAA).

The FAA does not currently close the runway at night, but manages the use of runways based on weather and current operating conditions. Commercial service airports, such as FLL, are generally prohibited from closing runways for reasons other than safety, regardless of the duration. As a condition of receiving funding from the FAA, an airport is obligated to keep its runways open and available to support aircraft arrival and departure operations at all times. As such, Broward County Aviation Department (BCAD) does not have the authority to close the South Runway (10R-28L) at night and forcibly shift operations to the North Runway. The Voluntary User Program for Runway 10R-28L encourages both the FAA and airline operators to use the North Runway during nighttime hours between 10:30 p.m. and 6:00 a.m. However, BCAD does not have the authority to force aircraft operators to use a particular runway.

Relatedly, contractual obligations with the FAA also prohibit BCAD from implementing mandatory “curfews” for either a particular time of day or a runway. However, in recommended Noise Abatement Measure 1, BCAD is proposing to continue the use of the Voluntary User Program, which is part of the 2013 Interlocal Agreement between Dania Beach and Broward County and encourages limited use of Runway 10R-28L between the hours of 10:30 p.m. and 6:00 a.m.

Issue 3: Noise Compatibility Program (NCP)

3-1 NCP Recommendations

This first phase of the Title 14 Code of Federal Regulations (CFR) Part 150 Study, the preparation of Noise Exposure Maps (NEMs), was completed in June 2019. On October 3, 2019, the Federal Aviation Administration (FAA) issued a determination that the NEMs were in compliance with applicable requirements of 14 CFR Part 150 (see Appendix B of the Noise Compatibility Program (NCP) Report). The NEMs identified the existing and projected noise contours using the noise modeling methods required in 14 CFR Part 150 and identified the land uses within these contours as either compatible or noncompatible. These noise contours and land uses are documented in the NEM Report and serve as the basis for the second phase of the study, the NCP. The NCP identified specific recommendations that can reduce the noncompatible land uses identified in the NEM Report, as well as reduce the potential for future noncompatible uses. These recommendations are summarized in the NCP Report and 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 reduce noncompatible land uses within the Day-Night Average Sound Level 65 contour, 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 Section 1.7 of the NCP Report.

The NCP recommendations were developed by the Broward County Aviation Department, in consultation with local stakeholders including aircraft operators, local governing bodies, the FAA, the Study's Technical Committee, the general public, and others.

3-2 Recommended Noise Abatement Management Measures

The Noise Compatibility Program (NCP) identified specific recommendations that can reduce the noncompatible land uses in proximity to the Fort Lauderdale-Hollywood International Airport, as identified in the Noise Exposure Map Report, and reduce the potential for establishment of additional noncompatible uses. These recommendations are summarized in Chapter 2 of the NCP Report.

As discussed in Chapter 2 of the NCP Report, noise abatement measures control noise at the source, with the intention to reduce the number of noise-sensitive land uses exposed to aircraft noise of Day-Night Average Sound Level (DNL) 65 and higher. Noise abatement measures were evaluated and recommended as part of the NCP. Details on the noise abatement measures recommended as part of the NCP are provided in Section 2.2, *Noise Abatement Measures Recommended for Inclusion in this NCP*, of the NCP Report. Measures include: continuing the Voluntary User Program; reducing early aircraft departure turns; and modifying aircraft arrival profiles to keep aircraft higher. A summary of the noise abatement measures evaluated and recommended as part of the NCP are also shown in Table 2-6 of the NCP Report. Noise abatement measures evaluated, but not recommended as part of the NCP, are described in Section 2.3, *Noise Abatement Measures Considered but Not Being Recommended for Inclusion in this NCP*, of the NCP Report.

It should be noted that in order to be approved by the Federal Aviation Administration (FAA), these recommendations must demonstrate they reduce noncompatible land uses within the DNL 65 contour, do not impose a burden on interstate or foreign commerce, do not degrade 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 Section 1.7 of the NCP Report. The NCP recommendations were developed in consultation with local stakeholders including aircraft operators, local governing bodies, the FAA, and the general public. Implementation is subject to the availability of FAA funding. The Broward County Aviation Department has elected to include certain recommendations in the NCP that do not either reduce or increase noncompatible land uses within the DNL 65 contour, but may reduce annoyance.

3-3 Recommended Land Use Management Measures

The Noise Compatibility Program (NCP) identified specific recommendations that can reduce the noncompatible land uses identified in the Noise Exposure Map Report, as well as reduce the potential for establishment of additional noncompatible uses. These recommendations are summarized in the NCP Report.

Land use compatibility planning techniques are generally classified as being either corrective or preventative. Corrective land use measures seek to remedy existing noise impacts to existing residential and other noncompatible land uses which have already been developed within the existing and/or future Day-Night Average Sound Level (DNL) 65 and higher contours. In contrast, preventive land use measures act to preclude the introduction of new noncompatible land uses within both the existing and future noise exposure contours.

Land use management measures were evaluated and recommended as part of the NCP. Details on the land use management measures recommended as part of the NCP are provided in Section 3.3, *Recommended Land Use Management Measures*, of the NCP Report. A summary of the land use management measures evaluated and recommended as part of the NCP are also shown in Table 3-8 of the NCP Report and include: a voluntary acquisition program for portions of two mobile home parks; a voluntary residential sound insulation program for eligible dwelling units located in the Future Conditions (2023) DNL 65 and higher contours; and a series of land use measures to prevent introduction of future noncompatible land uses. Noise abatement measures evaluated, but not recommended as part of the NCP are described in Section 3.4, *Land Use Management Strategies Considered but Not Recommended for Inclusion in this NCP*, of the NCP Report.

It should be noted that in order to be approved by the Federal Aviation Administration (FAA), these recommendations must demonstrate they reduce noncompatible land uses within the DNL 65 contour, do not impose a burden on interstate or foreign commerce, do not degrade 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 Section 1.7 of the NCP Report. The NCP recommendations were developed in consultation with local stakeholders including aircraft operators, local governing bodies, the FAA, and the general public. Implementation is subject to the availability of FAA funding.

3-4 Recommended Program Management Measures

The Noise Compatibility Program (NCP) was used to identify specific recommendations that can reduce the noncompatible land uses identified in the Noise Exposure Map (NEM) Report as well as reduce the potential for establishment of additional noncompatible uses. These recommendations are summarized in the NCP Report.

Program management measures would enable the Broward County Aviation Department (BCAD) to monitor the implementation and compliance of the recommended noise abatement and land use management measures, as well as enhance its ability to educate and inform communities in the vicinity of the Fort Lauderdale-Hollywood International Airport about aircraft noise. It is

important to note that these measures are implemented and managed at a programmatic level; therefore, they collectively support BCAD's noise program efforts, including engagement with communities and other stakeholders about aircraft noise, which is critical to the success of the NCP.

Program management measures were evaluated and recommended as part of the NCP. Details on the program management measures recommended as part of the NCP are provided in Section 4.2, *Recommended Program Management Measures*, of the NCP Report. A summary of the program management measures evaluated and recommended as part of the NCP are also shown in Table 4-11 and include: maintaining the existing Noise Office and information webpage and complaint management system; evaluating/updating the existing noise monitoring and flight tracking system; continuing community outreach activities, including evaluation of the composition of the Airport Noise Abatement Committee; installing runway reminder signs; evaluating a potential voluntary Fly Quiet Program; and updates to the NEMs and NCP, as conditions require. Program management measures evaluated, but not recommended as part of the NCP, are described in Section 4.3, *Program Management Strategies Considered but Not Recommended for Inclusion in the NCP*, of the NCP Report.

It should be noted that in order to be approved by the Federal Aviation Administration (FAA), these recommendations must demonstrate they do not impose a burden on interstate or foreign commerce, do not degrade 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 Section 1.7 of the NCP Report. The NCP recommendations were developed in consultation with local stakeholders including aircraft operators, local governing bodies, the FAA, and the general public. Implementation is subject to FAA approval of this NCP measure and the availability of FAA funding.

3-5 FLL Part 150 Sound Insulation Program Recommendations

The Noise Compatibility Program (NCP) was used to identify specific recommendations that can further reduce noncompatible land uses in the Day-Night Average Sound Level (DNL) 65 contour, as defined in the Noise Exposure Map (NEM) Report, as well as reduce the potential for establishment of new noncompatible uses. These recommendations are summarized in the NCP Report. Residential sound insulation within the DNL 65 and higher contours was recommended as part of the NCP (see Section 3.3.1 of the NCP Report, *Corrective Land Use Management Measures, Land Use Measure 3 [LU-3] Implement a Voluntary Residential Sound Insulation Program for Eligible Dwelling Units located in the Future Conditions (2023) DNL 65+ Noise Contours*) also shown in Table 3-8 of the NCP Report.

If approved by the Federal Aviation Administration (FAA), participants would be required to meet certain eligibility requirements in order to receive treatment under this program. For residential sound insulation programs funded in part by FAA, a housing unit is typically only eligible for sound insulation if it meets all criteria set forth by the FAA (i.e., Airport Improvement Program Handbook, Appendix R). A housing unit is not eligible for federally funded sound insulation just

by virtue of its location inside the DNL 65 contour. To be eligible, the housing unit must meet, at a minimum, the following criteria:

1. The dwelling must be located within the DNL 65 contour of an FAA-approved NEM.
2. The dwelling must have been constructed before October 1, 1998. Housing units constructed in the vicinity of the Fort Lauderdale-Hollywood International Airport after this date may not be eligible for sound insulation.
3. The dwelling must be in compliance with the local building codes.
4. The dwelling must have an average interior noise level in habitable rooms above 45 decibels (dB) (with windows closed).
5. The dwelling must not be a mobile housing unit (mobile housing units are not eligible for federally-funded sound insulation because the FAA has determined that there are no effective sound insulation methods or materials for mobile homes) (AIP Handbook, Table C-5).

If a home was considered during the 2008 Environmental Impact Statement (EIS) Sound Insulation Program, but did not pass exterior to interior testing (demonstrating an interior noise level of DNL 45 dB or greater), it would not qualify for retesting under this new program. Because the 2023 DNL 65 contours are smaller than those generated during the EIS, if a home did not qualify under the 2008 EIS Mitigation Program, it is considered unlikely to qualify under a new program. However, if a home is located within the 2023 DNL 65 contour, but did not participate in the 2008 Mitigation Program, it could be considered under this NCP, subject to various eligibility criteria.

The NCP recommendations were developed in consultation with local stakeholders including aircraft operators, local governing bodies, the FAA, and the general public. Implementation is subject to FAA approval of this NCP measure and the availability of FAA funding.

3-6 Noise Monitor Recommendations

The primary purpose of noise monitors is to provide insight on aircraft-specific events, noise levels, and general operational trends. Combined with a flight tracking component, noise monitors enable correlation of noise information with radar track information. Noise monitors are not typically installed at household locations as a result of residents' requests. Instead, noise monitors are strategically placed around an airport to provide data on noise levels in the surrounding community. Because of the cost of maintaining noise monitors, many airports are instead investing in new systems that allow improved analysis and reporting. Evaluation and updating the existing noise monitoring and flight tracking system was recommended as part of the Noise Compatibility Program (NCP) (see Section 4.2 of the NCP Report, *Recommended Program Management Measures, Program Management Measure 2 [PM-2] Evaluate/Update the Existing Noise Monitoring and Flight Tracking System*) also shown Table 4-11 of the NCP Report.

Implementation of this measure is subject to Federal Aviation Administration (FAA) approval and the availability of FAA funding.

3-7 Modify Aircraft Operations

The Broward County Aviation Department (BCAD) received a number of suggestions on strategies to reduce noise exposure around the Fort Lauderdale-Hollywood International Airport (FLL) from the public during the stakeholder outreach process. Each of these was considered during the development of the Noise Compatibility Program (NCP). For example, the complete closure of Runway 10R-28L (the South Runway) during nighttime hours was suggested, as was making the Runway 10L-28R (the North Runway) the “Preferred Runway.” Noise contours were generated that demonstrated that any measure that further shifted activity from the South Runway to the North Runway would increase the number of noncompatible land uses to the north and west of FLL.

BCAD also considered better balancing the directional flow of operations (e.g., an even number of east flow and west flow operations). However, the Federal Aviation Administration (FAA) implements policies and procedures to safely and efficiently accommodate aircraft arrivals and departures, especially during busy periods. A variety of factors affect their selection of runways for use, such as runway availability, prevailing wind and weather patterns, airfield operational efficiency, and local airspace patterns and congestion. When conditions permit, pilots can request specific runways for departures/arrivals, and the FAA must accommodate these requests if it is able.

A complete list of stakeholder-suggested noise abatement measures is provided in Appendix C of the NCP Report.

3-8 Noise Abatement Departure Procedures

The Broward County Aviation Department (BCAD) analyzed two types of noise abatement departure procedures (NADP), which are dedicated aircraft climb-out procedures that can provide noise reduction benefits by modifying headings, altitudes, climb gradients, and engine thrust settings. The Federal Aviation Administration (FAA) has published safety criteria for two NADPs - a close-in NADP, which provides noise reduction benefits to areas near airports (NADP1), and a distant NADP, which provides noise reduction benefits for areas further out (NADP2). Analysis of NADP1 on an airport-wide basis showed that it could potentially benefit some areas, but would increase noncompatible land uses within the Day-Night Average Sound Level 65 contour in other areas. An analysis of NADP2 was performed during BCAD’s 1994 Noise Compatibility Program (NCP) Update and BCAD subsequently requested that all airline operators use NADP2 during departure, whenever practicable. An early 2021 report to congress by FAA and the Massachusetts Institute of Technology evaluated use of noise abatement departure profiles and whether they represent an effective means of controlling departure noise. The study concluded that benefits could range between 1.2 and 0.4 decibels (dB) at a specific location, but also result in increased noise elsewhere along the climb profile. Since the human ear cannot detect changes of less than 3 dB, the study concluded that these measures were not effective in mitigating noise.

Additional information on the NADP1 analysis is provided in Appendix C of the NCP Report.

3-9 Mandate Use of the Voluntary User Program for Runway 10R/28L

The Voluntary User Program, which is part of the 2013 Interlocal Agreement between Dania Beach and Broward County, currently encourages voluntarily avoiding use of Runway 10R-28L (the South Runway) between the hours of 10:30 p.m. and 6:00 a.m. This has the effect of reducing aircraft operations over single-family residential areas west of the South Runway during those hours. Maintaining the Voluntary User Program is a noise abatement measure (NA-1) recommended in this Noise Compatibility Program Report. While current use of the South Runway at night is based on operational necessity and remains at the discretion of the pilot, Day-Night Average Sound Level contours resulting from an analysis of a South Runway nighttime closure (and shifting all operations to Runway 10L-28R, or the North Runway) showed that the number of noncompatible land uses would increase to the west of the Fort Lauderdale-Hollywood International Airport over the Town of Davie. Mandating closure of the South Runway would not comply with the terms of the 2013 Dania Beach Interlocal Agreement stipulating that the runway must be made available for use at night, unless maintenance activities or emergencies require it to be closed.

Issue 4: Other/Miscellaneous

4-1 Metroplex

During the course of this Title 14 Code of Federal Regulations Part 150 Study initiated and managed by the Broward County Aviation Department (BCAD), the Federal Aviation Administration (FAA) separately re-started its South-Central Florida Metroplex (Metroplex) project. This included a National Environmental Policy Act Environmental Assessment (EA). The Metroplex project was a FAA-led project, completely separate from BCAD's Part 150 Study, with the specific goals of improving the safety and efficiency of air traffic routes in the South-Central Florida region. The FAA's Metroplex project evaluated potential route and airspace procedure modifications located primarily above 10,000 feet. Because the FAA's Metroplex project included potential modifications of air traffic routes at the Fort Lauderdale-Hollywood International Airport (FLL), BCAD held several discussions to update the FAA on the progress of the Part 150 Study. Additionally, BCAD provided comments to the FAA on the Draft EA consistent with the recommendations outlined in the Noise Compatibility Program (NCP) Report. These discussions are described further in Chapter 6 of the NCP Report.

4-2 Neighborhood Environmental Survey

The Federal Aviation Administration's (FAA) current noise policy is based on numerous studies, including a study relating Day-Night Average Sound Level (DNL) to community annoyance, which was produced by T.J. Schultz in the 1970s. This "Schultz curve" was last reviewed and revalidated in 1992 by the Federal Interagency Committee on Noise and remains the accepted standard for describing transportation noise exposure annoyance. More recent analyses have

shown that aviation noise results in higher annoyance than other modes of transportation. In 2015, the FAA launched a research effort called the Neighborhood Environmental Survey (NES) to help update/improve its understanding of community annoyance due to aircraft noise. As part of this effort, the FAA surveyed more than 10,000 people that live near 20 airports across the country. The NES results were used to produce a new national curve (the NES Curve) relating aircraft noise exposure to community annoyance, which shows that substantially more people are “highly annoyed” at a given DNL when compared to historical data. For example, 66 percent of respondents were “highly annoyed” at DNL 65 in the NES Curve, compared to 12.3 percent in the Schultz curve.

While the results of the NES provide a more modern and sophisticated understanding of community annoyance and aircraft noise, more research is needed into the factors that may be contributing to the shift. The NES Curve does not represent new aviation noise policy. The FAA has a long-standing history of performing noise research and is continuing to study community noise impacts, as well as noise abatement and mitigation techniques. Until such time that federal noise policy and regulations are amended, the existing noise metrics and thresholds used for the Fort Lauderdale-Hollywood International Airport’s Title 14 Code of Federal Regulations Part 150 studies are still in effect.

4-3 Quality of Life

The Title 14 Code of Federal Regulations Part 150 study process evaluates the existing and project aircraft noise exposure and identifies noncompatible land uses within the Day-Night Average Sound Level (DNL) 65 contour. The Noise Compatibility Program (NCP) includes recommendations that have the potential to improve the compatibility of the Fort Lauderdale-Hollywood International Airport with the surrounding community (see Table 3-8 in the NCP Report). The Broward County Aviation Department (BCAD) has elected to also recommend measures (see Chapter 2) that may not reduce noncompatible land uses, but may help reduce annoyance outside the DNL 65 contour. BCAD 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, which gives the public a forum in which to discuss aircraft noise impacts with the airport in regularly-scheduled meetings. 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 address aircraft noise, where possible.

4-4 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 Federal Aviation Administration (FAA) was required by Congress, through the *Aviation Safety and Noise Abatement Act of 1979*,

to select one metric for describing aircraft noise levels. The Day-Night Average Sound Level (DNL), was selected and is the metric required for use in FAA National Environmental Policy Act review documents, Title 14 Code of Federal Regulations Part 150 studies and by other federal agencies, such as the US Department of Housing and Urban Development, when considering aircraft noise exposure.

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.

FAA continues to research the human health effects of aircraft noise and uses that research to help inform FAA noise policy.

4-5 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 the Fort Lauderdale-Hollywood International Airport (FLL) on real property values have not been conducted. There is no FLL-specific study linking noise to property values as part of the Noise Exposure Map Report because a study of that kind is not within the scope of the Title 14 Code of Federal Regulations 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. A Federal Aviation Administration 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...”³ This study also concluded through a comparison of older studies to more recent studies 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 related topics, the Airport Cooperative Research Program 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:

³ *Aviation Noise Effects*, J. Steven Newman and Kristy R. Beattie, Report No. FAA_EE-85-2, March, 1985.

“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 negative impacts, some studies combined airport noise and proximity and concluded that the net effect on property value was positive.”⁴

4-6 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 landing 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 higher frequency noise.⁵ Day-Night Average Sound Level 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 to be LFN, but it has been noted during research into LFN that an A-weighted sound level does correlate to low and moderate level LFN.⁶ Despite the research into LFN, 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 is included as a possible recommendation for some areas in the Noise Compatibility Program.

4-7 Fuel Residue/Soot

The Title 14 Code of Federal Regulations Part 150 process focused on noise and land use compatibility and did 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. The Broward County Aviation Department conducted a study in November 2006 to understand air emission impacts. The study concluded that, while particles do settle out of the air, “it is unlikely that a significant portion of the material is coming from Aviation activity”.

⁴ *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>

⁵ *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>

⁶ *PARTNER Low Frequency Noise Study*, Report No. PARTNER-COE-2007-001, <http://web.mit.edu/aeroastro/partner/reports/proj1/lfreport-2007-001.pdf>

Additionally, most of the aircraft departing and arriving at the Fort Lauderdale-Hollywood International Airport, such as the Boeing B737 and B717, Airbus A320, and various regional jets, do not have fuel dump systems installed. The only circumstances under which aircraft equipped with a fuel dump system would dump fuel is when required for an emergency landing.

Appendix I-2

Comments and Responses

APPENDIX I-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 NCP, the comment letters, and Broward County Aviation Department's (BCAD's) responses. For the purposes of the Final NCP 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 or by electronic mail (e.g., e-mail).

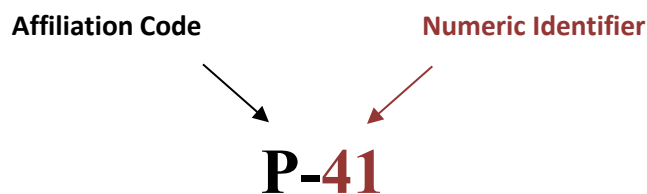
Comment Letter Coding

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 Comments Received During the Draft NCP Comment Period
- O – Public Comments Received Outside of the Draft NCP Comment Period

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 I-1, *Topic Specific Responses*. Responses were categorized by BCAD into the following issue categories:

- Part 150 Regulations/Guidelines/Noise Exposure Maps
- Current Airport Operations and Concerns
- Noise Compatibility Program
- 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 reference 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 Officials	
Airport Noise Abatement Committee (ANAC) (<i>submitted prior to NCP development</i>)	See Appendix C
City of Dania Beach (<i>submitted prior to NCP development</i>)	See Appendix C
City of Weston	G-1
General Public	
Ahmmed Chowdhury	O-5, O-7, P-19, P-20
Alejandro Rio	O-62
Alicia Curiel	O-27
Alissa Sheldon	P-3
Annette Buckley	P-48
Amy	P-89
April Alonso	O-23, O-30
Barbara Wallace	O-37
Beth Cohn	O-19
Betty Jean Lane (Bloy, maiden name)	O-17, P-58
Bobbi Bunton	P-17
Byron Jaffe	P-81
Caroline DeMuynck	P-73
Carolyn Larke	O-25
Chris Crossley	O-28
Christel Henseler	P-29
Christopher Crossley	O-45, P-18

Commenter	Letter Code(s)
Colleen Rossano	P-5
Coral Manes	P-64
Craig Holmes	O-35
Csaba Boer	P-16
Dana Gayoso	P-15, P-27, P-54
Danielle Lockhart	O-12
David Moadab	O-18
David Stout	O-54, P-33
Dawn Hanna	P-92
Dean Comple	P-10
Dereth Behar	P-21, P-38
Dewey Daniel	O-2
Diana Steeger	P-39, P-94
Diane Wagner Wagner	P-67
Donna Flanagan	P-72
Donna Peplin	P-98
Earl Prizlee	P-40, P-93
Eiyse Swalley	O-20
Eric stiles	O-10
Fatima Torres Romero	P-46
Frank Hernandez	O-31
Fred Burton	P-70, P-85
Gabiel Guzman	O-49, O-51
Gary L	P-76
Gary Luedtke	O-6, O-8, O-9, O-11, P-2, P-49, P-50, P-51, P-53
Gayle Moscatello	O-13
Geoff Rames	P-97
Gloria Vagi	O-38
Greggory Sanders	P-86
Hallie Pasternack	P-69, P-83
Hector Plasencia	O-26
Henry Mead	P-87
I L O	P-75
Ire Lo	P-44
Irena L O	P-77
Javier Figueroa	P-9, P-88
Jay McMillen	O-14
Jean Thomas	P-34
Jennifer Cuffy	P-14
Jessica Holland	P-74
Jessica Loaiza	O-56, O-66
Jim Schwantes	O-72
Jo Romero	P-47

Commenter	Letter Code(s)
Joanna Guzman	P-59
Jorge Castrillo	P-63
Joseph Toia	O-47
Karen Warfel	O-3, O-4
Kathleen Iturralde	O-68, P-31, P-79, P-84
Keith Roberts	O-41
Kelly Kooker	P-55
Ken Stauch	P-96
Krista Grotte	P-25
Kristen Long	O-1
Kristen Lynch	P-24
L L	P-78
Laurie Holmes	O-33, O-34
Linda Rucerito	O-15
Lucia Nepola	O-43
Luisanna Rodriguez	O-67
Mandraker Jagroop	O-50
Maoz Druskin	O-32
Maria Tako	P-56
Marina Nabutovskaya	P-52
Mark Main	O-65
Martha Munoz	O-74
Mary Molina Macfie	P-100
Mary Rose	O-59
Mateo Castrillo De Assas	P-62
Matthew Owen	O-63
Mercedes Civantos Capella	P-66
Michael Findling	P-1
Michael Friend	O-46, P-90
Michelle Papa	P-91
Mike Sartin	P-12
Nancy McCrea	O-16
Orit Snyder	O-70, O-73, P-43
Patty Rop	P-7
Paul Giovanni	P-71
Peggy Swartfager	O-55
Purificacion Capilla	P-60
Richard & Victoria Roeser	O-44
Richard Cahoon	P-35, P-82, P-99
Richard Grant	O-61, P-28, P-80
Richard Katz	P-37, P-95
Richard Rizzo	O-75
Robert Calabrese	P-41
Robert Harris	O-40

Commenter	Letter Code(s)
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Robert Nielsen	O-64
Robert Powell	P-26
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Sandra Flint	O-48
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COMMENT

RESPONSE

G-1-1



Margaret Brown
Mayor

Byron L. Jaffe
Commissioner

Mary Molins-Macfie
Commissioner

Chris Eddy
Commissioner

Henry Mead
Commissioner

Donald P. Decker
City Manager/CEO

May 14, 2021

Winston Cannicle, Environmental Compliance Coordinator, BCAD
C/O Part 150 Study
320 Terminal Drive, Suite 200
Ft Lauderdale, FL 33315

Mr. Cannicle:

On behalf of the City of Weston I submit to you the attached comments and recommendations with regards to the 14 CFR Part 150 Draft Noise Compatibility Program.

We appreciate the two-week extension of the comment period that was provided at our request. It is yet another example of FL and the FAA working with concerned citizens, and the residents of Weston in particular. This cooperative effort goes back to our meeting with Associate Administrator Shaffer in the fall of 2019, the subsequent Open House in Weston that was hosted by the FAA in December of 2019, and the continued dialog Regional Administrator O'Harra and others have maintained with us over the last two years.

The transparency of this process is welcome. Many of the recommendations herein seek to build upon that transparency and encourage more opportunities to find ways to make sure all stakeholders are included in the efforts to mitigate the negative impacts of what we all see as a vital economic driver of Broward County and south Florida.

Sincerely,

THE CITY OF WESTON

Donald P. Decker
City Manager

CC Weston City Commission
Jamie Cole, City Attorney
Mark Gale, CEO/Director of Aviation
Michael O'Harra, Regional Administrator/FAA Southern Region
Bertha Henry, County Administrator

WJF/19-41

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17200 Royal Palm Boulevard ■ Weston, Florida 33326 ■ Phone: 954-385-2000 ■ Fax: 954-385-2010 ■ www.westonfl.org

G-1 Dear Donald Decker,

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: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-3: Recommended Land Use Management Measures
- 3-4: Recommended Program Management Measures
- 3-6: Noise Monitor Recommendations
- 3-7: Modify Aircraft Operations
- 4-1: Metroplex
- 4-2: Neighborhood Environmental Survey

We appreciate your support and additional recommendations regarding the NCP. Please note, generally, the following:

- All of the Noise Abatement, Land Use, and Program Management Measures proposed in the NCP Report are subject to the approval of the Federal Aviation Administration (FAA). As such, while your comments closely support many of the measures proposed in the NCP Report, and some propose even more ambitious goals, their viability is contingent on a thorough review and decision process by the FAA to ensure they comply with the criteria and program objectives contained in 14 CFR Part 150.
- The FAA is responsible for the review and approval of all arrival and departure procedures, which is a rigorous process that typically involves a number of stakeholders, including FAA technical and air traffic control staff. The primary concern of the review process is maintaining the safety and efficiency of the movement of aircraft while in flight.

COMMENT

RESPONSE

**City of Weston Comments
Fort Lauderdale-Hollywood International Airport
14 CFR Part 150 Study Draft Noise Compatibility Program
Comments and Recommendations**



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May 14, 2021

- FLL Noise Abatement Measure 4 (NA-4): Modify Aircraft Arrival Profiles to the West of FLL to Keep Aircraft Higher, addresses many of the City of Weston's concerns documented in the attached report. The FAA has met with the City of Weston to address concerns with regard to aircraft overflights from FLL. The proposed measure would modify the altitude profiles of arriving aircraft as they transition from the downwind to final approach legs, with the intention of raising aircraft approach altitudes west of FLL.

Additionally, in response to your proposed AR-1 measure described on page 16 of your comments, the data presented in Table 4-2 from the NEM Report represents the relative percentages of arrivals and departures at FLL, by day and night, for each study year. Nighttime arrivals were projected to increase from 15.5 percent to 15.9 percent of all arrivals between 2018 and 2023. Nighttime departures were projected to increase from 10.5 percent to 10.9 percent for the same periods. No reduction in nighttime activity was projected. Total nighttime activity (arrivals and departures) is 43,609 operations in 2018 and 48,809 operations in 2023.

1. Introduction

The City of Weston provides the following comments to maintain continued cooperation between the City, Fort Lauderdale-Hollywood International Airport (FLL), and the Federal Aviation Administration (FAA) to strike an appropriate balance between the growth of operations at FLL and the resulting environmental impacts to surrounding communities. To that end, the comments presented here are provided to the FAA and the Fort Lauderdale International Airport before the approval of the Airport Noise Compatibility Program (NCP). The comments also serve as a precipe to further study and correspondence to come related to the Southern Florida Metroplex flight procedures that may further impact the residents of Weston for better or worse.



Figure 1 FLL Overview from the Part 150 Community Meetings

In summary, the City of Weston recommends the FAA approve:

- NA-1 - Continue the Voluntary User Program for Runway 10R-28L
- NA-2 Continue the Engine Run Up Restriction Policy
- NA-3 Reduce Early Aircraft Departure Turns from FLL through Implementation of ELSO or ELSO-Equivalent Procedures During West Flow Conditions
- NA-4 Reduce Early Aircraft Departure Turns from FLL through Implementation of ELSO or ELSO-Equivalent Procedures During East Flow Conditions
- NA-5 Modify Aircraft Arrival Profiles to the West of FLL to Keep Aircraft Higher
- PM-1 Maintain the Existing Noise Office and Information Webpage

- PM-2 Evaluate/Update the Existing Noise Monitoring and Flight Tracking Systems
 - Expand the Webtrak System to Provide Real Time Noise Monitor Data and increase the number of Noise Monitors to Impacted Communities
 - Add two noise monitors in Weston under the arrival path to the North runway and at the intersection of the new NextGen departure and arrival procedures
- PM-3 Maintain Noise Complaint Management System
- PM-4 Conduct Community Outreach Activities
- PM-5 Evaluate the Composition of the ANAC
 - Expand ANAC to Any Community Impacted at 45 DNL or Above that Would like to Participate
- PM-6 Install Runway Reminder Signs
- PM-7 Evaluate a Voluntary Fly Quiet Program
 - Recommend ANAC be Charged with Developing and Managing the Voluntary Fly Quiet Program in an Advisory Capacity to Broward County (similar to the O'Hare Noise Compatibility Commission)
- PM-8 Update the Noise Exposure Maps
- PM-9 Update the Noise Compatibility Program
- LU-1 Implement a Voluntary Acquisition Program for a Portion of Ocean Waterway Mobile Home Park
- LU-2 Implement a Voluntary Acquisition Program for a Portion of the Everglades Lakes Mobile Home Park
- LU-3 Implement a Voluntary Residential Sound Insulation for Eligible Dwelling Units in the 2023 65 DNL and Higher Contours
- LU-4 Encourage Local Communities to Implement Real Estate Fair Disclosure Requirements for Aircraft Related Noise
- LU-5 Encourage Local Jurisdictions to Incorporate Planning Actions Related to Aircraft Noise Consistent with the Broward NEXT Plan
- LU-6 Encourage Local Jurisdictions to Incorporate Noise Overlay Zoning Ordinances to Regulate Sound Attenuation and Compatible Land Uses Near the Airport
- AR-1 FLL and the FAA Should Track and be Accountable to Nighttime Operations that Exceed the 2023 Study Estimate.
- AR-2 FLL and the FAA Should Consider Adding Noise Monitors as Necessary to Effectively Inform Noise Mitigation Management.

2. Noise Exposure Maps

The official Noise Exposure Maps (NEM) include two maps. The first NEM depicts existing noise exposure levels and the land uses in the vicinity of an airport. The FLL Existing Conditions (2018) NEM was developed utilizing the aircraft operations forecast developed for Broward County Aviation Department (BCAD) as part of the current

master plan update process. It also uses actual calendar year 2016 day/night utilization, runway usage, flight tracks, and trip length data from the BCAD's Airport Noise and Operations Monitoring System (ANOMS). The aircraft operations forecast used for the FLL Part 150 Study was approved by the FAA on April 10, 2017, as shown in Appendix B of the FLL NEM Report. The arrivals and departures utilized to model the 2018 and 2023 noise exposure contours are below in Table 4-2.

TABLE 4-2 ANNUAL AIRCRAFT OPERATIONS (ALL AIRCRAFT) BY TIME OF DAY				
Study Year	Arrivals		Departures	
	Day	Night	Day	Night
2018	84.5%	15.5%	89.5%	10.5%
2023	84.1%	15.9%	89.1%	10.9%

NOTE: An Aircraft operation is equivalent to one arrival/landing or one departure/takeoff.
SOURCE: Environmental Science Associates, 2018; Broward County Aviation Department, Airport Noise and Operations Management System (ANOMS) data for calendar year 2016.

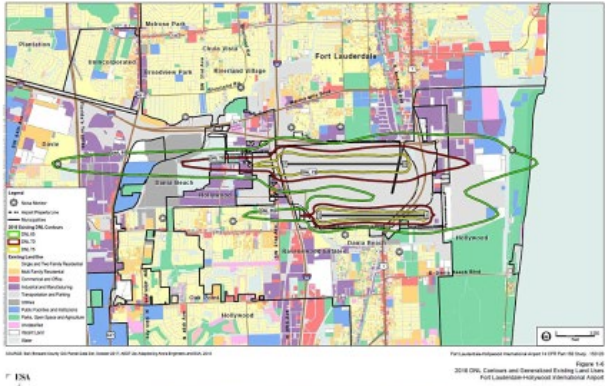


Figure 2 2018 FLL Noise Exposure Map (NEM)

The second NEM depicts noise exposure levels anticipated five years in the future, representing forecast conditions without the NCP. The future NEM was developed using projected levels of aircraft activity and operational conditions at FLL in 2023. Under 14 CFR Part 150, the Future Conditions (2023) NEM represents conditions five years after the NEM date of submittal to the FAA. The NEMs provide the noise exposure baseline against which the NCP's effectiveness is to be evaluated.

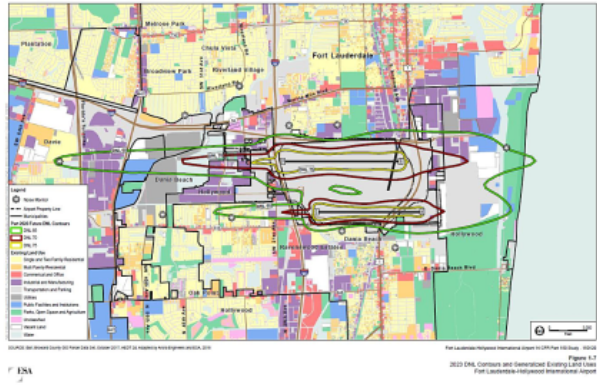


Figure 3 2023 FFL Noise Exposure Map (NEM)

Figure 3 below includes the 2018 and 2023 noise contours to show the noise contour change between 2018 and 2023 based on the Master Plan forecasted future operations.

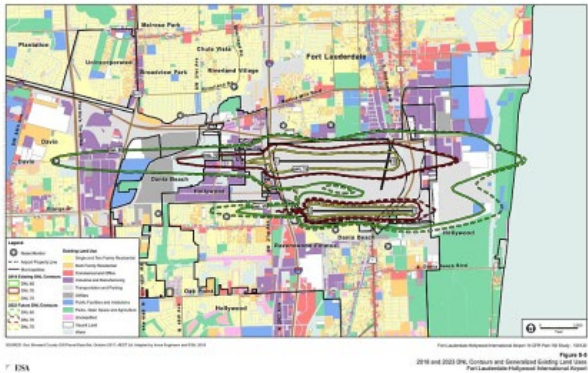


Figure 4 2018 and 2023 FLL NEM

Table 1-5 and 1-6 Identify the number of housing units, population and other sensitive land uses exposed to 65 DNL and higher. This information can be utilized to inform a sound insulation program to identify eligible properties.

TABLE 1-5 NOISE-SENSITIVE SITES EXPOSED TO DNL 65 AND HIGHER – EXISTING CONDITIONS (2013)										
Noise Level ¹	Total Area (Acres)	Housing Units ²	Population ³	Religious	Schools ⁴	Hospitals	Historic Resources ⁵	Day Cares	Group Care	Nursing Homes
DNL 65-70	2,276.0	238	497	0	0	0	3	0	0	0
DNL 70-75	710.1	0	0	0	0	0	0	0	0	0
DNL 75+	459.6	0	0	0	0	0	0	0	0	0
Total	3,445.7	238	497	0	0	0	3	0	0	0

SOURCES:
¹ Noise contours from Environmental Science Associates (ESA).
² Housing units and population estimates derived from 2010 Census block-level data. 50 housing units and 190 people are not included in the current FLL RSP.
³ The other 148 housing units are considered to be compatible with aircraft noise.
⁴ Public school data from Broward County Public Schools; private schools from Florida Geographic Data Library (FGDL).
⁵ The historic resources include the Link Trainer NAD Ft Lauderdale (NRHP-Listed), GB Airlink, and the North Coast Trailer Park.
NOTE: All other noise sensitive site data from Florida Geographic Data Library (FGDL).

TABLE 1-6 NOISE-SENSITIVE SITES EXPOSED TO DNL 65 AND HIGHER – FUTURE CONDITIONS (2023)										
Noise Level ¹	Total Area (Acres)	Housing Units ²	Population ³	Religious	Schools ⁴	Hospitals	Historic Resources	Day Cares	Group Care	Nursing Homes
DNL 65-70	2,579.0	548	1,121	0	0	0	3	0	0	0
DNL 70-75	805.7	0	0	0	0	0	0	0	0	0
DNL 75+	503.3	0	0	0	0	0	0	0	0	0
Total	3,888.0	548	1,121	0	0	0	3	0	0	0

SOURCES:
¹ Noise contours from ESA.
² Housing units and population estimates derived from 2010 Census block-level data. 108 housing units and 221 people are not included in the current FLL RSP.
³ The other 440 housing units are considered to be compatible with aircraft noise.
⁴ Public school data from Broward County Public Schools; private schools from Florida Geographic Data Library (FGDL).
NOTE: All other noise sensitive site data from Florida Geographic Data Library (FGDL).

3. Noise Monitor Locations

The current FLL Noise Management Program noise monitors are shown below. Expanding noise monitors is one area of evaluation proposed in the noise compatibility program. Weston recommends two noise monitors in Weston. One at under the North runway arrival path and one at the intersection of the NextGen arrival and departure procedure intersection.



4. NCP Recommended Noise Abatement Measures

Table 2-7 of the NCR provides several noise abatement measures to mitigate noise impacts of future FLL Airport operations.

TABLE 2-7 SUMMARY OF NCP-RECOMMENDED NOISE ABATEMENT MEASURES	
Noise Abatement Measure	Description of Benefits
NA-1: Continue Voluntary User Program for Runway 10R-28L	Would not reduce noncompatible land use within the DNL 65 contour. Continuation of the Voluntary User Program for Runway 10R-28L would continue to reduce overflights of densely populated areas located west of Runway 10R and reduce annoyance during nighttime hours.
NA-2: Continue the "Engine Run Up Restriction" Policy	Would not reduce noncompatible land use within the DNL 65 contour. Potential abatement of noise by continuing the "Engine Run Up Restriction" Policy.
NA-3: Reduce Early Aircraft Departure Turns from FLL through Implementation of ELSO or ELSO-Equivalent Procedures During West-Flow Conditions	Would not reduce noncompatible land use within the DNL 65 contour. Potential reduction of aircraft overflight-related noise annoyance in residential areas located immediately northwest of FLL.
NA-4: Reduce Early Aircraft Departure Turns from FLL through Implementation of ELSO or ELSO-Equivalent Procedures During East-Flow Conditions	Would not reduce noncompatible land use within the DNL 65 contour. Potential reduction of aircraft overflight-related noise annoyance in residential areas located immediately northeast of FLL.
NA-5: Modify Aircraft Arrival Profiles to the West of FLL to Keep Aircraft Higher	Would not reduce noncompatible land use within the DNL 65 contour. Potential reduction of annoyance caused by aircraft overflights of residential areas located west of the Airport.

NA-1 Continue the Voluntary User Program for Runway 10R-28L
The City of Weston recommends the FAA approve NA-1 under the condition that:

- a. The aircraft are kept at the altitudes allowing the aircraft continuous descent at a 3-degree glideslope between 4,400' at Weston's Western boundary and 3,200' at Weston's Eastern boundary. Webtrak observations demonstrate a high variability of altitudes over Weston of 2,400 to 3,700'.
- b. Future flight procedure modifications take better advantage of transportation corridors such as the Florida Turnpike or I-75 to align backbone flight paths for the west flow approach trombone.
- c. The FAA consider the revised Neighborhood Environmental Survey annoyance curve when determining whether noise abatement measures benefit residents, the airport and the FAA.

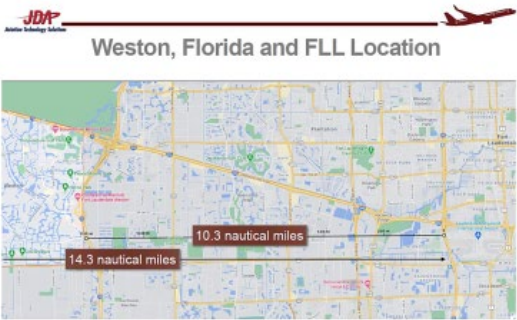


Figure 5 City of Weston Boundary Distances from FLL Runways

The location of Weston with respect to FLL runway 10L provides for the following fly over altitudes to fly a 3-degree glideslope:

- At 10.3 nm (east boundary of Weston) aircraft need to fly at 3,200 feet AGL
- At 14.3 nm (west boundary of Weston) aircraft need to fly at 4,400 feet



Figure 6 FLL East Flow Approach Flight Paths over Weston

D.1 Stakeholder-Suggested Noise Abatement Theme #1: Runway 10R/28L Nighttime Closure

Implementation of the stakeholder-suggested "Runway 10R-28L Nighttime Closure" noise abatement theme could increase noncompatible land uses in the vicinity of FLL in comparison with baseline Future Condition (Year 2023) aircraft operations.

Figure D-1 Contour with no nighttime operations on 10R/28L

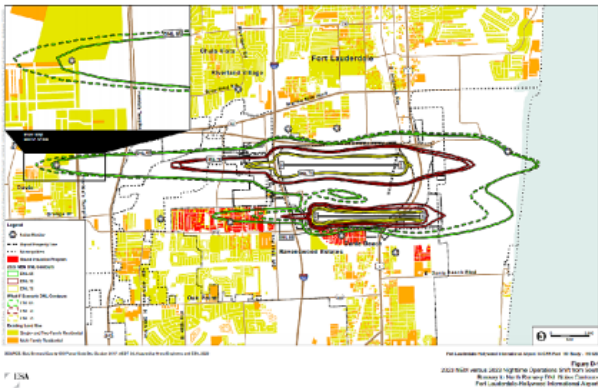


TABLE D-2 2023 ARRIVAL RUNWAY USE (ALL FIXED-WING AIRCRAFT)				
Arrivals (Time of Day)	Runway End Utilization			
	10L	28R	10R	28L
Daytime	51.8%	12.0%	28.9%	7.2%
Nighttime	73.5%	17.6%	7.6%	1.3%

NOTE: Does not include helicopter operations. Values may not add to 100% due to rounding.
SOURCE: Environmental Science Associates, 2018; Broward County Aviation Department, ANOMS data for calendar year 2016.

TABLE D-3 2023 DEPARTURE RUNWAY USE (ALL FIXED-WING AIRCRAFT)				
Departures (Time of Day)	Runway End Utilization			
	10L	28R	10R	28L
Daytime	46.9%	11.8%	34.0%	7.3%
Nighttime	62.7%	16.0%	17.4%	3.8%

NOTE: Does not include helicopter operations. Values may not add to 100% due to rounding.
SOURCE: Environmental Science Associates, 2018; Broward County Aviation Department, ANOMS data for calendar year 2016.

NA-2 Continue the Engine Run Up Restriction Policy
The City of Weston recommends the FAA approve NA-2.

1. The FAA should consider the revised Neighborhood Environmental Survey annoyance curve when determining whether noise abatement measures benefit residents, airport stakeholders, and the FAA.

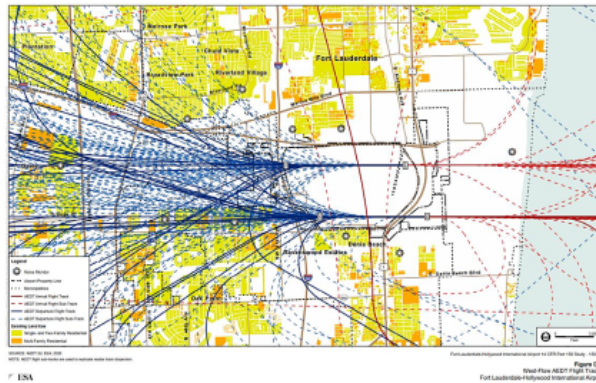
NA-3 Reduce Early Aircraft Departure Turns from FLL through Implementation of ELSO or ELSO-Equivalent Procedures During West Flow Conditions

The City of Weston recommends the FAA approves NA-3 in the short term and reviews S Florida Metroplex Departure procedures to optimize compatible land use and transportation corridors for flight procedure backbone corridors.

The FAA should consider the revised Neighborhood Environmental Survey annoyance curve when determining whether noise abatement measures benefit residents, airport stakeholders, and the FAA.

Implementation of the stakeholder-suggested "Reduce or Eliminate Early Northward Turns During West-Flow Conditions" noise abatement theme could cause minimal changes in noise compared with Future Condition (the year 2023) aircraft operations at FLL.

D.2 Stakeholder-Suggested Noise Abatement Theme #2: Reduce or Eliminate Early Northward Turns During West-Flow Conditions



NA-4 Reduce Early Aircraft Departure Turns from FLL through Implementation of ELSO or ELSO- Equivalent Procedures During East Flow Conditions

The City of Weston recommends the FAA approves NA-3 in the short term and reviews S Florida Metroplex Departure procedures to optimize compatible land use and transportation corridors for flight procedure backbone corridors.

The FAA should consider the revised Neighborhood Environmental Survey annoyance curve when determining whether noise abatement measures benefit residents, stakeholders, and the FAA.

NA-5 Modify Aircraft Arrival Profiles to the West of FLL to Keep Aircraft Higher

The City of Weston recommends the FAA approve NA-5 based on the appropriate altitudes to achieve a 3-degree glideslope to the runways at FLL in the NCP and future flight procedure modifications.

An altitude of 4,400' at Weston's West boundary and 3,200' at Weston's East boundary are required for a continuous 3-degree glideslope to the FLL runway. Webtrak observations demonstrate a high variability of altitudes over Weston of 2,400 to 3,700'.

Future flight procedure modifications should maintain similar highest possible altitudes for arrivals over Weston and take better advantage of transportation corridors such as the Florida Turnpike or I-75 to align backbone flight paths for the west flow approach trombone.

The FAA should consider the revised Neighborhood Environmental Survey annoyance curve when determining whether noise abatement measures benefit residents, airport stakeholders, and the FAA.

5. NCP Recommended Program Management Measures

Program Management Measure	Description of Benefits
PM-1: Maintain the Existing Noise Office and Information Webpage	The existing Noise Office enables the BCAD to understand, respond to, and address community concerns associated with aircraft noise from FLL operations.
PM-2: Evaluate/Update the Existing Noise Monitoring and Flight Tracking Systems	An updated system would allow for better tracking and reporting of operational trends and take advantage of significant advancements in technology.
PM-3: Maintain Noise Complaint Management System	A noise complaint management system allows the BCAD to monitor noise complaint trends and communicate with the public about the aircraft noise concerns.
PM-4: Conduct Community Outreach Activities	Community outreach allows more issue specific outreach with the public about the aircraft noise and operational environment associated with FLL.
PM-5: Evaluate the Composition of the ANAC	Updating the composition of the ANAC increases its effectiveness by better reflecting the current concerns of affected communities and effectively engaging aircraft operators.
PM-6: Install Runway Reminder Signs	Airfield signage increases pilot awareness of the aircraft noise and operational environment.
PM-7: Evaluate a Voluntary Fly Quiet Program	A Voluntary Fly Quiet Program may be a cost-effective approach to leveraging the benefits of FLL's noise program.
PM-8: Update the Noise Exposure Maps	Updating the NEM will enable the BCAD to meet the requirements of 14 CFR Part 150, if applicable changes in the noise environment occur.
PM-9: Update the Noise Compatibility Program	Updating the NCP will enable the BCAD to meet the requirements of 14 CFR Part 150, if a revision of the NCP is made necessary by a revision of the NEM.

SOURCE: BCAD and ESA, 2020.

The City of Weston recommends all of the Program Management Measures PM-1 through PM-9.

PM-2 Evaluate/Update the Existing Noise Monitoring and Flight Tracking Systems

Webtrak has the capability of showing flight tracks and noise monitor noise levels in real time. In the interest of transparency and continuous improvement the City of Weston recommends expanding the FLL Webtrak portal to include data that allows for more constructive interface with the public and effective management of aircraft noise.

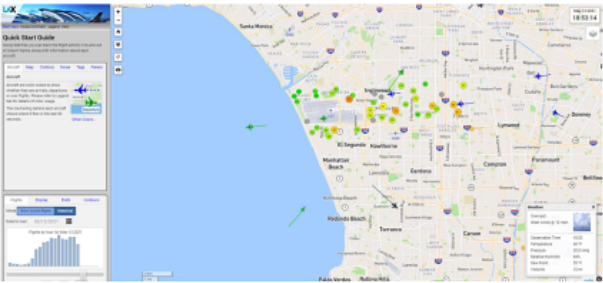


Figure 7 LAX Webtrak Portal

Additionally, we recommend that FLL expand noise monitor locations and include a monitor in the City of Weston at an agreed upon location. Noise monitor data in real time has proven to be an excellent tool to educate stakeholders and frame discussions regarding noise impacts with valid technical data.

The City of Weston is impacted at night with the voluntary nighttime closure of the southern runway. This increases the impact to the Weston residents aligned with the approach to the northern runway. While we support the continuation of the program, locating a monitor in this area will help with understanding the impact and mitigating it with better management of altitudes on approach. A three-degree glideslope suggests the aircraft should be higher than they are currently flying on approach over Weston.

Additionally, in west flow approaches from the east, aircraft making the trombone turn to the approach are at the lowest altitude. A noise monitor would help illustrate the impact and inform appropriate mitigation.

Complaint cluster locations should also be considered for noise monitors to determine and communicate what the actual noise experience is at that location.

Future NextGen flight procedure corridors, especially at points of intersection of arrival/departure corridors and overlapping corridors of multiple departure procedures,

should be considered for noise monitors to monitor the actual versus modeled noise impact on the ground.

We are still analyzing the potential NextGen flight procedure impacts to Weston. However, based on the record on concentrated noise impacts of NextGen nationwide, we recommend expanding the number of noise monitors to quantify new next gen flight procedure impacts including a second Weston noise monitor at the intersection of the NextGen arrival and departure procedures in NE Weston.

PM-5 Evaluate Composition of the ANAC

PM-5 ANAC should be expanded to include municipal government representatives for any community within a 45 dB Day-Night Average Sound Level (DNL) impact. The FAA's recent Neighborhood Environmental Survey demonstrates a high level of annoyance at 45 DNL equivalent to the previous Shultz Curve at 65 dB.

PM-7 Evaluate a Voluntary Fly Quiet Program

Utilize the ANAC to evaluate a voluntary fly quiet program. If the evaluation finds merit, utilize the ANAC committee to develop, implement and manage the fly quiet program similar to the O'Hare Noise Compatibility Commission in Chicago.

6. NCP Recommended Land Use Measures

TABLE 3-8 SUMMARY OF NCP-RECOMMENDED LAND USE MEASURES	
Noise Abatement Measure	Description of Benefits
LU-1: Implement a Voluntary Acquisition Program for a Portion of the Ocean Waterway Mobile Home Park	Removes noncompatible land uses, per 14 CFR Part 150 compatibility guidelines, that are otherwise unable to be effectively sound insulated.
LU-2: Implement a Voluntary Acquisition Program for a Portion of the Everglades Lakes Mobile Home Park	Removes noncompatible land uses, per 14 CFR Part 150 compatibility guidelines, that are otherwise unable to be effectively sound insulated.
LU-3: Implement a Voluntary Residential Sound Insulation Program for Eligible Dwelling Units located in the Future Conditions (2023) DNL 65 and Higher Contours	Once treated, a property is considered compatible with aircraft noise. This measure would convert all eligible noncompatible single- and multi-family residential units within the Future Conditions (2023) DNL 65 and higher contours to compatible uses.
LU-4: Encourage Local Communities to Implement Real Estate Fair Disclosure Requirements that Address Potential for Aircraft-Related Noise	Implementing aircraft-related noise disclosure requirements ensures that prospective property buyers within noise-impacted areas are aware of aircraft noise levels and can make informed purchasing decisions.
LU-5: Encourage Local Jurisdictions to Incorporate Planning Actions in their Respective Comprehensive Plans related to Aircraft Noise that are Consistent with the Policies of the BrowardNEXT Plan	Incorporating consistent land use measures in local comprehensive planning helps ensure future land use compatibility with airport operations, consistency among local government planning efforts, and compliance with the recommendations of the Part 150 Study process.
LU-6: Encourage Local Jurisdictions Efforts to Incorporate Noise Overlay Zoning Ordinances to Regulate Sound Attenuation and Compatible Land Uses near the Airport	Implementing aircraft noise related overlay zoning helps ensure long term land use compatibility with airport operations.

The City of Weston recommends all of the Land Use Measures LU-1 through LU-6.

7. Additional Recommendations:

AR-1 FLL and the FAA need to track and be accountable to nighttime operations that exceed the 2023 study estimate. The 2023 contour represents a reduction in nighttime operations of 5 %. Nighttime operations rarely decrease and with the expansion of instrument flight procedures it is doubtful that nighttime operations will decrease at FLL in the five-year study period. If the nighttime operations remain constant, based on the 364,765 aircraft operations forecast in 2023, the study 2023 contour fails to represent 18,238 nighttime operations.

AEDT modeled nighttime operations are equivalent to ten daily operations with the same aircraft recognizing the higher impact of noise at night. Webtrak has the capability to generate contours in real time with actual ANOMS flight track data providing a cost-effective method to monitor and be accountable to the actual future 65 DNL.

TABLE 4-2 ANNUAL AIRCRAFT OPERATIONS (ALL AIRCRAFT) BY TIME OF DAY				
Study Year	Arrivals		Departures	
	Day	Night	Day	Night
2018	84.5%	15.5%	89.5%	10.5%
2023	84.1%	15.9%	89.1%	10.9%
NOTE: An Aircraft operation is equivalent to one arrival/landing or one departure/takeoff. SOURCE: Environmental Science Associates, 2018; Broward County Aviation Department, Airport Noise and Operations Management System (ANOMS) data for calendar year 2016.				

AR-2 FLL and the FAA should consider adding noise monitors as necessary to effectively inform noise mitigation management. Complaint cluster locations should be considered for noise monitors to determine and communicate what the actual noise experience is at that location.

Future NextGen flight procedure corridors, especially at points of intersection of arrival/departure corridors and overlapping corridors of multiple departure procedures, should be considered for noise monitors to monitor the actual versus modeled noise impact on the ground.

Expand the number of noise monitors to quantify new next gen flight procedure impacts including a noise monitor at an agreed upon location with the City of Weston.

8. Conclusion

The City of Weston appreciates the acknowledgement and incorporation of our concerns in the proposed NCP measure NA-5. We encourage the FAA and FLL to also consider implementing the comments provided above. The City of Weston has noticed an increase in noise level and quantity of low flying aircraft in the last several years. We have additional concerns that this impact will increase with the implementation of next gen flight procedures. We are in the process of assessing potential impacts and will be documenting our findings to the FAA and FLL in the interest of continued cooperation to manage airport noise effectively for FLL community stakeholders.

COMMENT

COMMENT

Appendix 1 Webtrak Aircraft Elevations over Weston



Appendix 2 Flight Procedure Publication Change Schedule FLL

Procedure Name	Airport ID	ICAO ID	Airport Name	City	State	Scheduled Pub Date	Status	Actual Pub Date
ARKIS FOUR	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
BARBAR FIVE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
BELCH FIVE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
BELUF FOUR	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
CLUSO FIVE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
FISSEL SEVEN	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
GSSH FIVE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
JRMS SIX	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
PREDX FOUR	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
THNRK FOUR	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
WAVUN FOUR	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
ZAPPA FOUR	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	10/7/2021	Awaiting Cancellation	
FORT LAUDERDALE EIGHT	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
ILS OR LOC RWY 10L, AMDT 35	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
ILS OR LOC RWY 10R, AMDT 3	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	At Flight Check	
ILS OR LOC RWY 28L, AMDT 2	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
ILS OR LOC RWY 28R, AMDT 12	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	At Flight Check	
KFLL SID PEALX ONE RNAV	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
KFLL SID REGAE ONE RNAV	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
KFLL SID SHAPR ONE RNAV	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
RNAV (GPS) RWY 10R, AMDT 3	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	At Flight Check	
RNAV (GPS) RWY 28L, AMDT 2	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
RNAV (GPS) RWY 28R, AMDT 5	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	At Flight Check	
RNAV (GPS) Z RWY 10L, AMDT 5	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
RNAV (RNP) Z RWY 28R, AMDT 2	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	At Flight Check	
RNAV SID AARPS ONE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
RNAV SID HURCH ONE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
RNAV STAR BHEHA ONE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
RNAV STAR CLUDA ONE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
RNAV STAR KYAKS ONE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
RNAV STAR OLAKS ONE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
RNAV STAR TAPRH ONE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
RNAV STAR TERRY ONE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	Under Development	
STAR LUCE ONE	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	8/12/2021	At Flight Check	
FIL DEKAL SIX	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	4/22/2021	Published	4/22/20
FIL FORT EIGHT	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	4/22/2021	Published	4/22/20
FISIE RNAV STAR	KFLL	KFLL	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	FL	2/23/2023	Pending	

O-1

COMMENT

RESPONSE

O-1-1

I live in a home in Dania that is highly affected by noise from the south runway. The home was previously owned during the initial noise mitigation program, and although we were given bad information in that we were told the previous owner had participated in the program, subsequent research and findings prove otherwise. The noise is extremely detrimental to my work and quality of life. Although the noise mitigation program has ended, I believe that if properties in the effected area were not treated, or the program was turned down by the previous property owner, the new property owner should be eligible to receive the same benefits of the program, as they are at no fault in choosing not to participate in the initial program. The is particularly relevant now, since one of the effects of COVID-19 has been the vast number of people who now work from home. I have a firm understanding of acoustics, have measured the SPL inside the home using an A-weighted sound level meter. I use my ears as a living, and am finding the constant noise to have a severe detrimental, and long term effect on my ability to perform my duties effectively.

O-1-1

Dear Kristen 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.

- 1-1: DNL (Use of the DNL Metric)
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendation
- 4-3: Quality of Life

O-2

COMMENT

RESPONSE

O-2-1 | My family and I own the land the Oceanwatery Coop sits on. They lease the land from us. I would like to be included on emails on the 150 study coming out soon and airport meetings concerning it. Thank you, Dewey Daniel

O-2-1 Dear Dewey Daniel,

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

If you would like to receive updates on or provide input regarding FLL's on-going noise-related efforts, please go to:
<https://www.broward.org/Airport/Business/NoiseInformation/Pages/default.aspx>.

For updates specifically on the current Part 150 Study, please go to:
www.flpart150.com.

Please see the following topic specific response that applies to your comment.

- 1-9: Public Meetings/Outreach

COMMENT

RESPONSE

O-3-1 | Winston, The noise impact is awful for us living in Dania now that the south runway was built. We need mitigation from the noise south of Griffin Rd

O-3-1

Dear Karen Warfel,

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
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendations

O-4

O-4-1 | So loud tonight

COMMENT

RESPONSE

O-4-1 Dear Karen Warfel,

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 comment.

- 2-5: Existing/General Noise Complaint

O-5

O-5-1 | what is the update ?

COMMENT

RESPONSE

O-5-1

Dear Ahmmed Chowdhury,

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

If you would like information on the purpose or status of the current Part 150 Study, please go to: www.flpart150.com.

Please also see the following topic specific responses that provide additional background on the study.

- 1-4: Part 150 Regulations/FAA Guidelines
- 1-9: Public Meetings/Outreach
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-3: Recommended Land Use Management Measures
- 3-4: Recommended Program Management Measures
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 3-6: Noise Monitor Recommendations
- 3-7: Modify Aircraft Operations
- 3-8: Noise Abatement Departure Procedures
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

	COMMENT	RESPONSE
	<p>On busy Friday, 8/7/20, Flightaware identified 223 arrivals to FLL.</p> <p>Ranking the main users: SWA had 43, JBU & NKS had 39 each.</p> <p>Following by far, were DAL @ 14, AAL @ 12, & UAL @ 11. Then private & commercial carriers.</p> <p>The heavy users, (JBU & NKS, to terminals 3F & 4) -always use the south runway.</p> <p>O-6-1 The heaviest user, SWA, 'tho using terminal 1, also uses the shorter, sloped south runway. (I've asked Winston & Mishka the SWA south arrivals on 8/7... to no response).</p> <p>Now, with three airlines being over half FLL's operations, JBU & NKS should be terminaled along the longer, flat, safer main runway</p>	<p>O-6-1 Dear Gary Luedtke,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-8: Changes to Airport Operations● 3-7: Modify Aircraft Operations● 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

O-7-1 | What is the update please?

COMMENT

RESPONSE

O-7-1

Dear Ahmmed Chowdhury,

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

If you would like information on the purpose or status of the current Part 150 Study, please go to: www.flpart150.com.

Please also see the following topic specific responses that provide additional background on the study.

- 1-4: Part 150 Regulations/FAA Guidelines
- 1-9: Public Meetings/Outreach
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-3: Recommended Land Use Management Measures
- 3-4: Recommended Program Management Measures
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 3-6: Noise Monitor Recommendations
- 3-7: Modify Aircraft Operations
- 3-8: Noise Abatement Departure Procedures
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

	COMMENT	RESPONSE
O-8-1	<p>On busy friday 8/7/20, FlightAware identified 223 arrivals to FLL. That translates to ~ 33% of forecasted operations.</p> <p>Historically, the main runway has handled 66% of FLL operations & the south runway that 33%.</p> <p>Now, FLL handling half of what the main runway handled pre-Covid; would be the time to designate the main runway as the Preferred, defined as being used exclusively... till it reaches capacity - which would be at least double, ~ 1,000 daily operations.</p>	<p>Dear Gary Luedtke,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-8: Changes to Airport Operations● 2-11: Mandatory Runway Closures/Operational Curfews● 3-7: Modify Aircraft Operations● 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

	COMMENT	RESPONSE
O-9-1	<p>On busy feriday 8/7/20, Flifgtaware identified 223 arrivals to FLL. That extrapolates to ~ 33% of forecasted operations.</p> <p>Now would be the time to re-instate night-time closure, by Tower Order, runway-lights out, of the south runway.</p>	<p>O-9-1 Dear Gary Luedtke,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-8: Changes to Airport Operations● 2-11: Mandatory Runway Closures/Operational Curfews● 3-7: Modify Aircraft Operations● 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

O-10

COMMENT

RESPONSE

O-10-1 | Please add me to any mailing list for information regarding Fllpart150 and potential noise litigation program that may become available.

O-10-1 Dear Eric Stiles,

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

If you would like to receive updates on or provide input regarding FLL’s on-going noise-related efforts, please go to:
<https://www.broward.org/Airport/Business/NoiseInformation/Pages/default.aspx>.

For updates specifically on the current Part 150 Study, please go to:
www.fllpart150.com.

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

- 1-9: Public Meetings/Outreach

O-11

O-11-1

On busy friday 8/7/20. Flightaware identified 223 arrivals to FLL.
That extrapolates to ~ 33% of forecasted operations.

Now would be the time to re-institute the night-tme closure,
by Tower Order, runway lights-out, of FLL's south runway.

COMMENT

O-11-1

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.

- 2-8: Changes to Airport Operations
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway
10R-28L

RESPONSE

COMMENT

RESPONSE

O-12-1

I live approximately 3 minutes from the airport and love my home but the noise has become unbearable. When I bought my home in 2016 I was told by neighbors about a program that had installed noise mitigating windows in everyone's homes around ours. I subsequently found out that the previous owners of my home had opted out of the program, and when I called to find out more information I was informed that the program had ended. I have a one year old son who is repeatedly woken up during the night and during his naps due to the airport noise. I had filed numerous complaints when one of the runways was recently shut down and all of the flights were being re-routed over my home. I am a hard-working, tax paying citizen with a family who is desperate for some relief. I hope that as a result of this study, homeowners who are directly affected by the noise and who may have not had the opportunity to take part in the previous program will have another chance. My husband and I simply cannot afford such a costly window renovation on our own with a small child in our home, and we are so very desperate for a solution, or at least to have the same opportunity to have the windows installed that everyone around us had before.

O-12-1

Dear Danielle Lockhart,

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.

- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 4-4: Health Effects of Noise

O-13

COMMENT

RESPONSE

O-13-1

Night time aircraft curfews are needed to meet the needs of residents in flight paths. Planes should not be allowed in residential areas from 10pm to 7am. Additionally, planes should be kept at higher altitudes. Airlines should be required to retire older, noisier planes sooner or install noise muffler kits. Why are noisy helicopters flying at low altitudes in our area? I attended the Weston workshop and found that there was no effort to meet the needs of long time residents. All efforts are to increase the number of flights and airport profits. This is awful. It will get even worse as the Next Gen changes go into effect. There are serious health risks associated with noise pollution.

O-13-1

Dear Gayle Moscatello,

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: Early Morning and Nighttime Operations
- 2-3: East Flow
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 2-8: Changes to Airport Operations
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-7: Modify Aircraft Operations
- 3-8: Noise Abatement Departure Procedures
- 4-1: Metroplex
- 4-4: Health Effects of Noise

COMMENT

RESPONSE

O-14-1

Prior to 2012 the coordinated heading for jet departures off KFLI on a west operation was a 275°. This is what all current environmental studies base their models on. Between 2012 and the opening of the redesigned south runway the LOA heading was moved north to 285°. Today the LOA assigned heading is 290°. This would explain the increase in noise complaints to Broward County from homeowners who live north of I-595. Are you basing the west departures on flying a 290 heading or going direct to the first fix on the new metroplex procedures?

O-14-1

Dear Jay McMillen,

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.

- 1-2: AEDT/Noise Exposure Map Methodology
- 1-3: Noise Modeling Data
- 1-7: Flight Tracks
- 2-2: Departures
- 2-4: West Flow

O-15

COMMENT

RESPONSE

O-15-1

the aircraft noise is ruining our quality of life. this morning I was awoken at 5:45 by loud aircraft one after the other. it happened last week also at around 3 in the morning. we 'did not qualify' for soundproofing although the neighbors to the south and across the street from us did. I know there is a phone number to call to complain about noise but I don't think it does anything so I stopped calling years ago although I did call this week and last. we are desperate for peace and quiet.

O-15-1

Dear Linda Rucerito,

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: Early Morning and Nighttime Operations
- 2-5: Existing/General Noise Complaint
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 4-3: Quality of Life

COMMENT

RESPONSE

O-16-1 | Stop flying over my house ALL the time. You need to mix it up a bit, so not one area gets all the noise.
Shameful!

O-16-1 Dear Nancy McCrea,

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
- 2-8: Changes to Airport Operations
- 3-7: Modify Aircraft Operations

COMMENT

RESPONSE

O-17-1

I live directly under the flight plan of new runway. Been here since 1949. No new windows, doors etc. jets are less than 500 feet above my property, invading the air right of way that I have. Noise is unbearable night and day. Black soot everywhere. I'm 74 years old and my peace and enjoyment have been taken away without any compensation or apology whatsoever. I wake up terrorized that a jet is coming at me, it shakes my windows and scares me. Sleep is impossible when jets are going over all night, never stopping. When I was 2 this used to be a paradise, now when I'm old, it's a nightmare.

O-17-1

Dear Betty Jean Lane,

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: Early Morning and Nighttime Operations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendation
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-6: Vibration
- 4-7: Fuel Residue/Soot

COMMENT

RESPONSE

O-18-1

We have been living under a barrage of airplanes which cross over Griffin and shake the entire structure along with our nerves and the peace of our children. This is only exacerbated during the colder months, when they take off due east more frequently; So instead of being able to have open windows and enjoying our property, I cannot even work from home due to the outrageous levels of noise. Needless to say the legality of this is questionable when planes are observed crossing directly over our house, where they are not supposed to be. Not only is the noise pollution a concern, but we are also concerned about the well being of our family due to all the chemicals being deposited by these planes which we then breathe. This is clearly visible and demonstrated by how much more frequently our roofs and driveways need to be cleaned. KFLI is supposed to be our neighbor, not a nuisance. It is therefore that I, a tax paying citizen and business owner in Broward county demand action and resolutions on this matter. Thank you for your cooperation and attention to this matter.

O-18-1

Dear David Maodab,

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
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-6: Vibration
- 4-7: Fuel Residue/Soot

	COMMENT	RESPONSE
O-19-1	<p>The new air traffic pattern right over Griffin road is affecting my home and hundreds of neighbors. The noise at the extremely low level they are flying to land is unbearable. I am unable to sleep. I am suffering from migrants.something needs to be done.</p>	<p>O-19-1 Dear Beth Cohn,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-5: Existing/General Noise Complaint● 2-7: Aircraft Attitude● 4-3: Quality of Life● 4-4: Health Effects of Noise

	COMMENT	RESPONSE
O-20-1	<p>The new south runway has destroyed our property Values , and has interfered with our Right to quiet enjoyment Of Our properties . Arrivals come up the griffen road corridor low and noisy Over homes scaring livestock and annoying everyone . Jet fuel covers our home and cars . If the planes came In from over the ocean it would Alleviate this. Older planes like ones used by spirit are the worst ! Please go back to the north runway . As it s mostly commercial on that Flight path.</p>	<p>O-20-1 Dear Eiyse Swalley,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none"> ● 2-1: Arrivals ● 2-7: Aircraft Altitude ● 2-11: Mandatory Runway Closures/Operational Curfews ● 3-2: Recommended Noise Abatement Management Measures ● 3-7: Modify Aircraft Operations ● 4-3: Quality of Life ● 4-5: Impact on Property Values ● 4-7: Fuel Residue/Soot

COMMENT

RESPONSE

O-21-1

We live at 2752 Treasure Cove Circle Too many aircraft are flying over our property between the hours of 22:00 and 07:00 - which are considered usual resting hours. Frequently there are 5-10 back to back flights with 2 or three minutes frequency between each. The noise from the landing planes flying overhead is not allowing us or our daughter to sleep, which is increasing our stress levels, and affecting our work and our daughters school grades. Our health is also suffering as a result of sleep deprivation due to excessive and frequent aircraft noise (higher blood pressure, loss of focus, etc).

O-21-1

Dear Vasily Borovsky,

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: Early Morning and Nighttime Operations
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

O-22

COMMENT

RESPONSE

O-22-1 | Please sign me up for the newsletter so I will notified if and when the next program begins.

O-22-1

Dear Stephanie Harris,

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

If you would like to receive updates on or provide input regarding FLL's on-going noise-related efforts, please go to:

<https://www.broward.org/Airport/Business/NoiseInformation/Pages/default.aspx>.

For updates specifically on the current Part 150 Study, please go to:

www.flpart150.com.

Please see the following topic specific response that applies to your comment.

- 1-9: Public Meetings/Outreach

COMMENT

RESPONSE

O-23-1

We purchased our home in May, and shortly after, FLL shut down the north runway to solely operate out of South runway, which runs directly over our home. For 4 months, at 3-5 minute intervals planes flew nonstop over our 'new' home. At the time I issued multiple complaints, spoke with 'Winston' and was promised October that north runway would open, night time traffic would cease, and everything would be back to normal. Then on October 3rd, nothing 'stopped' overnight. I have had to resolve to prescription medications, ear plugs, and my child can barely sleep- and she's 9- without being awake by airplanes at all hours. The FAA and FLL airport have taken sick advantage of residents since this 'noise abatement program' after dragging Dania Beach through costly litigation for more than a decade. Dania Beach and my community could not afford to continue the battle, which ultimately resulted in a BAD deal between Dania Beach and FLL/FAA where the FAA has no remorse or respect for the citizens of Dania Beach, and exercise no care for the health or noise implications the south runway has on those living west. The extension of construction on North Runway overnight is a slap in the face for residents, and lack of notice of an additional 30-45 project shows that FLL/FAA doesn't intend to have any sort of 'agreement' it's more like a 'deal with it Dania' situation. Excuses can be made by FLL like 'noise complaint lines' but what does that 'really' matter when the person at the other end of the line doesn't really care? It's a frustrating progress of yelling into an empty tunnel. I'm a resident of Dania Beach, and I do not support ANY west-affecting traffic on the South runway.

O-23-1 Dear April Alonso,

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

FLL's North Runway (10L-28R) was closed on June 3, 2019 for pavement rehabilitation, which included replacing the runway's 75-foot center portion with concrete to extend its life from 15 to 30 years and repaving its sides with asphalt. The runway closure, which lasted 120 days, also enabled BCAD to implement some additional airfield improvements, including lighting, signage, and taxiway upgrades. The North Runway was re-opened on October 1, 2019 after a short delay due to Hurricane Dorian, but did not become fully operational (i.e., the level and pattern of activity and usage prior to runway closure) for another several months due to delays in completing the connecting taxiway improvements. Additional information on the North Runway Rehabilitation Project can be found at <https://www.broward.org/Airport/Business/Community/Pages/NorthRunwayUpdates.aspx>.

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

- 2-3: East Flow
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-8: Changes to Airport Operations
- 2-10: FLL 2008 EIS Mitigation Program
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of Voluntary User Program for Runway 10R-28L
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

COMMENT

RESPONSE

O-24-1

I am a resident of the Pine Island Bay community in Davie. Is there anything being done about the noise activities from the planes flying overhead from midnight to 4 AM. When we moved into this neighborhood, it was peaceful. For the past year or so, it hasn't been easy getting a good night sleep. My wife and I are starting to develop migraines, irritation and early signs of depression all resulting from lack of sleep. It is extremely frustrating and troublesome. It is non-stop plane activities every 30 seconds or so throughout the night and I won't even talk about the daytime noise. What is your suggestion about this problem because something needs to be done. I can't see myself living like this for another year. Unfortunately with all the noise even during the day, selling the property might not be an easy fix. Is there any plan for noise control in this area? Who do we need to talk to and where do we start? Please help.

O-24-1

Dear Romanes Despeines,

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: Part 150 Regulations/FAA Guidelines
- 1-8: Early Morning and Nighttime Operations
- 2-6: Frequency of Operations
- 3-1: NCP Recommendations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-5: Impact on Property Values

COMMENT

RESPONSE

O-25-1

After 43 years of working and finally paying off my house in Tarpon River, my quiet retirement, in my native city, is like living in a subway terminal. From 6AM and throughout the day the low, rumbling of the jets has usurped every natural, normal sound. Not a bird chirps or frog croaks that can be heard above the rumbling din. It disgusts me that the best offers for mitigation have to do with walling me into an impenetrable, glass-sealed fortress. I am a Floridian. We used to open the windows in fall, winter and early spring to smell flowers and hear birds in the trees watching the lightning over the glades. I always loved living here having lived elsewhere. I've always returned. Not a day goes by that I don't consider selling my lovely house in a beautiful neighborhood just to escape the noise. Miami has a sound wall along 36th (I think) that helps tremendously in Poinciana area. Although that soundscape was subsequently shattered by the new highway so.... Why is this simple, lifestyle matter, a quiet life away from the factory floor, the last consideration in these political/financial dealings? Engineering is an evolved practice. Audio engineering is well progressed. You need to design and build walls on the North and South sides of FLL which are designed to dampen the sounds of jets in residential areas. We were here first. We bought homes, paid taxes and lived our lives in this community. It is the airport and the minions that run it who owe the community noise abatement barriers. Bureaucratic blathering and endless meetings generally indicate unwillingness on the part of the responsible parties to make right what is an obvious infringement and direct intrusion into the lives of this county's citizens. Consider what will happen as more of us leave with our money and taxes. One can only hope the civic entities learned the hard lessons of hard times back in '08,09,10. A good lifestyle is what keeps your residents here. More and more of us are voting with out feet though. Don't say you didn't know.

O-25-1

Dear Carolyn Larke,

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: Early Morning and Nighttime Operations
- 2-5: Existing/General Noise Complaint
- 3-1: NCP Recommendations
- 4-3: Quality of Life

In response to your comment regarding the construction of a wall on the North and South sides of FLL, while this was considered as part of the NCP, it was not recommended due to the limited benefit provided (see Section 2.3 of the NCP report). Other noise abatement recommendations were considered to minimize noise impacts to surrounding communities, including noise abatement, land use, and program management measures. Please refer to responses 3-1 through 3-4 for additional information.

COMMENT

RESPONSE

O-26-1

Good Afternoon, I as a resident of Dania beach 1 mile west of the airport directly under the south runway I have concerns regarding the noise levels of planes flying directly over my home. I am interested in attending all future meetings of this committee as this problem gravely impacts my families well being. I would like to receive notifications of upcoming meetings and what the part 150 is supposed to resolve? Are they going to re route all south runway traffic to fly to the east? the noise is unbearable to the point that television is difficult to watch not to mention having a conversation outdoors or the soot on our roofs from the jet fuel. Also as of the re opening of the North runway they continue to fly over our homes at all hours of the night. Last light there were flights overhead as late as 3:30 a.m. I would ask if I could be informed as I am the President of the HOA in my community and advised my neighbors that I would try and get some information as to a resolution. Thank you in advance for your consideration to this matter.

O-26-1 Dear Hector Plasencia,

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

If you would like to receive updates on or provide input regarding FLL's on-going noise-related efforts, please go to:
<https://www.broward.org/Airport/Business/NoiseInformation/Pages/default.aspx>.

For updates specifically on the current Part 150 Study, please go to:
www.fllpart150.com.

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

- 1-8: Early Morning and Nighttime Operations
- 1-9: Public Meetings/Outreach
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 4-3: Quality of Life
- 4-7: Fuel Residue/Soot

	COMMENT	RESPONSE
O-27-1	<p>The last weeks my area has being impact for a tremendous noise coming from airplanes flying over at such a low level that has made the peace of this place disappear. It feels almost like we live next to the airport. Every 5 to 10 minutes we have to hear that noise... I is unacceptable for a mental sanity, above all if we don't live close to the airport.</p> <p>Please check the heights and adjusted as it was before.</p> <p>Alicia Curiel 4255 Greenbriar Lane Weston Fl 33331</p>	<p>O-27-1 Dear Alicia Curiel,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-5: Existing/General Noise Complaint● 2-7: Aircraft Altitude● 2-6: Frequency of Operations● 2-8: Changes to Airport Operations● 4-4: Health Effects of Noise

	COMMENT	RESPONSE
O-28-1	If the north runway is open why are the still landing on the south runway?	<p>O-28-1 Dear Chris Crossley,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-1: Arrivals● 2-11: Mandatory Runway Closures/Operational Curfews● 3-7: Modify Aircraft Operations● 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

COMMENT

RESPONSE

O-29-1 | PLANES ARE LITERALLY FLYING 400' ABOVE OUR HOUSE, NORTH OF GRIFFIN ROAD, WEST OF AIRPORT. IF THEY'RE NOT COMING IN EVERY 5 MINUTES, THE SOUND AFTERWARDS SOUND LIKE ANOTHER ONE IS COMING. STOP WESTERN ARRIVALS TO THE SOUTH RUNWAY.

O-29-1 Dear Trish Crossley,

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
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

COMMENT

RESPONSE

O-30-1 | Hello, The North runway is set to reopen soon. We own a home on the path of the south runway, and experience extreme noises at all hours of the night. What will be the laws around flight activity on the west side of the airport, south runway? Please advise. I have had to revert to sleeping medications and antidepressants to cope with lack of sleep.

O-30-1 Dear April Alonso,

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: Early Morning and Nighttime Operations
- 2-3: East Flow
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L
- 4-4: Health Effects of Noise

O-31

COMMENT

RESPONSE

O-31-1 | I will like any information regarding this study and what can I do as a new owner in the area with high traffic noise problem. Is there a new mitigation program for properties like mine? How the airport can resolve this issue? My address is: 4944 SW 26 Terrace Ft Lauderdale FL 33321 Thank you

O-31-1 Dear Frank 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.

- 1-9: Public Meetings/Outreach
- 2-5: Existing/General Noise Complaint
- 3-1: NCP Recommendations
- 3-5: FLL Part 150 Sound Insulation Program Recommendations

	COMMENT	RESPONSE
	<p>O-32-1 Dear Maoz Druskin,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-5: Existing/General Noise Complaint● 2-10: FLL 2008 EIS Noise Mitigation Program● 3-5: FLL Part 150 Sound Insulation Program Recommendation● 4-4: Health Effects of Noise	
O-32-1	<p>my address is: 2920 sw 46th ct fort lauderdale fl 33312</p> <p>me and my family are suffering from the noise. today an airplane wake me up at 7am. i bought the house of my dreams and did not plan to be under airplanes. noise mitigation fail my house over 1 decibel. all my neighbors got and i dont and i suffer. i want to be part of this.</p>	

O-33-1 | prohibit western arrivals to the south runway

COMMENT

RESPONSE

O-33-1 Dear Laurie Holmes,

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
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

O-34-1 | Prohibit western arrivals to the south runway

COMMENT

RESPONSE

O-34-1 Dear Laurie Holmes,

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
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

O-35

	COMMENT	RESPONSE
O-35-1	Please prohibit western arrivals to the south runway to FLL Part 150, we live in Davis Isle - 4581 South West 37th Avenue	<p>O-35-1 Dear Craig Holmes,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-1: Arrivals● 2-3: East Flow● 2-11: Mandatory Runway Closures/Operational Curfews● 3-1: NCP Recommendations● 3-7: Modify Aircraft Operations● 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

O-36-1 | Prohibit western arrivals to the south runway.

COMMENT

RESPONSE

O-36-1 Dear Tony Krawczynski,

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
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-29L

O-37-1 | prohibit western arrivals to the south runway

COMMENT

RESPONSE

O-37-1 Dear Barbara Wallace,

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
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

O-38-1 | Please prohibit western arrivals to the south runway.

COMMENT

RESPONSE

O-38-1 Dear Gloria Vagi,

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
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

	COMMENT	RESPONSE
O-39-1	Very noisy in Davis Isles, need sound proofing on our homes, please help.	<p>O-39-1 Dear William Runnebaum,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-5: Existing/General Noise Complaint● 2-10: FLL 2008 EIS Mitigation Program● 3-5: FLL Part 150 Sound Insulation Program Recommendations

O-40

COMMENT

RESPONSE

O-40-1 | The plane noise throughout the night is overwhelming at times. I would like any updates and information about participation in the study.

O-40-1 Dear Robert Harris,

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

If you would like to receive updates or provide input regarding FLL's on-going noise-related efforts, please go to:

<https://www.broward.org/Airport/Business/NoiseInformation/Pages/default.aspx>.

For updates specifically on the current Part 150 Study, please go to:

www.fllpart150.com.

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

- 1-8: Early Morning and Nighttime Operations
- 1-9: Public Meetings/Outreach
- 2-5: Existing/General Noise Complaints

O-41

COMMENT

RESPONSE

O-41-1

I live in the area of the #3 Microphone Sensor which if reviewed just during this year alone, will provide evidence of us bearing the lion share of noise since the building of the South Runway. I respectfully request that the newly refinished North Runway be made the 'Preferred' and Primary Runway of choice as its path is over the least populated area in the flight path. Also, I strongly advise that we prohibit western arrivals to the south runway. I and about 900+ home owners thank you in advance, for your responsible leadership!

O-41-1

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.

- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-7: Modify Aircraft Operations
- 3-8: Noise Abatement Departure Procedures
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

	COMMENT	RESPONSE
O-42-1	<p>The planes start around 4am, and continue every 90 seconds thru 11pm. They are right above our heads, as our house is on 28th Way, right off Griffin Road. the sounds they omit are horrific, and in addition to that, 10 seconds later the vortex happens which sends off another sound just seconds before the next flight comes thru. It's horrible, affecting everything about our life.</p>	<p>O-42-1 Dear Trish Crossley,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 1-8: Early Morning and Nighttime Operations● 2-5: Existing/General Noise Complaint● 2-6: Frequency of Operations● 4-3: Quality of Life● 4-6: Vibration

COMMENT

RESPONSE

O-43-1

There has been a tremendous amount of increase in noise traffic surrounding my property. It is not fair that you buy a property having the right of quiet enjoyment and you can't get that any longer. You need to address this situation and remedy the homeowners.

O-43-1

Dear Lucia Nepola,

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
- 3-1: NCP Recommendations
- 3-5: FLL Part 150 Sound Insulation Program Recommendation
- 4-3: Quality of Life

O-44

O-44-1

we live at 4416 sw 28 terr dania beach.
we moved here in october 2016.
it was purchased from the bank after a foreclosure.
now the planes have become very loud and very often.
we understand that we are in the critical noise path.
we would like be included in any future noise abatement programs.
thank you for your kind attention to our needs.
regards, richard and vicky

COMMENT

O-44-1

Dear Richard & Victoria Roeser,

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.

- 2-6: Frequency of Operations
- 2-10: FLL 2008 EIS Mitigation Program
- 3-1: NCP Recommendations
- 3-5: FLL Part 150 Sound Insulation Program Recommendations

RESPONSE

O-45-1 | The situation with the takeoffs and landings they are out of control

COMMENT

O-45-1

Dear Christopher Crossley,

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
- 2-6: Frequency of Operations
- 3-1: NCP Recommendations

RESPONSE

	COMMENT	RESPONSE
O-46-1	<p>I would like to have a noise test conducted at my home and evaluated for noise mitigation. We are in flight path of FLL airport and at times the noise is unbearable. Our address is 92 Southern Orchard Road S, Davie, Florida 33328. Please contact me at 954-288-5995 or email at drfriend@michaelfriend.com. Thank you in advance for your time.</p>	<p>O-46-1 Dear Michael Friend,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific response that applies to your comment.</p> <ul style="list-style-type: none">● 3-5: FLL Part 150 Sound Insulation Program Recommendations

COMMENT

RESPONSE

O-47-1

Hello my name is Joseph Toia, I live at 810 NW 9th Ave Dania Beach in Melaleuca Gardens directly across from the south runway. My noise mitigation is complete. The noise in my house mainly my bedroom is still very noisy at night causing me not to get a good night sleep on any day. Do to being just outside of the 65 DNL line by approximately 300 feet i am not eligible for the SA/CAR program. The way my house is structured I believe is the cause of the sound problem. I have a 800 sq. ft. patio under the roof which I believe is trapping the noise from the planes. Being on a Inline of Duty Law Enforcement disability retirement I cannot afford to close in my patio which I believe will solve the problem. Being just outside of the 65 line that was done by a computer before the runway was ever built, I fine unacceptable. I was given this website from Marcy at the office to check for updates on the progress of a new study which I asked to be included. The disables in my bedroom average over 45db and peak as high as 68db when the planes are taking off. This basically is driving me and my wife crazy. I would like to know when you plan on completing the study. I believe I am inside the 65 DNL line and would benefit from the program, the program would allow me to compete what was not done to further sound proof my home so I can live stress free and get some much needed good sleep... If you like to contact me, my PH # is 561-542-8782 Thank you for your time and attention to this matter, Sincerely Joe Toia

O-47-1 Dear Joseph Toia,

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

If you would like to receive updates on or provide input regarding FLL's on-going noise-related efforts, please go to:
<https://www.broward.org/Airport/Business/NoiseInformation/Pages/default.aspx>.

For updates specifically on the current Part 150 Study, please go to:
www.fllpart150.com.

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

- 1-9: Public Meetings/Outreach
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-6: Vibration

O-48

O-48-1 | Thank you

COMMENT

RESPONSE

O-48-1 Dear Sandra Flint,

Thank you for submitting your comment regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. All we received was a "Thank you" in your comment input, hence we are unable to reply to a specific issue; however, we deeply appreciate your involvement in FLL's Part 150 Study process.

COMMENT

RESPONSE

O-49-1

I would like to make a formal complaint in reference to Fort Lauderdale-Hollywood International Airport's south runway being used continuously with large airlines flying closer than normal in this past month. The noise is unbearable and I have not been able to sleep due to the loud noise, trembling of my house and the stress and fear that my dog is terrified of. This is extremely stressful as for my wife and I are suffering tremendously from this 70 percent increase of flights on the south runway including larger than usual smaller planes. I recently was informed by a neighbor that the north runway is closed for major upgrades with an overall estimated completion date of March 2020. This is completely unacceptable as for I am a homeowner and should have been notified in writing prior to me having to be caught off guard and ruin my peace at my home. I can no longer sleep at night nor during the day due to all the noise from all the aircrafts. On top of that, for the past 6 months I have been unable to sleep due to all my neighbors getting construction done to improve the noise in their homes. Currently the house directly beside me is having impact windows placed right next to my bedroom. Just about all the houses in my street have had these improvements continually with all the repairs and construction workers yelling from outside the house to the construction workers inside the house. I am a Federal Officer and my job requires me to work shift schedules, rotating days and times. This added noise is really stressful and putting a burden on my daily life and my health. Please have this addressed asap so I can return to my daily routine and life. I would expect nothing less than to be treated fairly and respectfully. Please include me in your Noise Mitigation Program as for what has been done to me and my family is completely unacceptable. On top of all of that, there's a significant amount soot on all my vehicles, boats, roof and my entire lot. After reading about the effects of Soot, These emissions are extremely harmful to your health.

O-49-1

Dear Gabiel Guzman,

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: Mandatory Runway Closures/Operational Curfews
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-6: Vibration
- 4-7: Fuel Residue/Soot

	COMMENT	RESPONSE
O-50-1	I live at 4490 SW 24th Ave. The airplane noise is unbearable. It should be illegal for the airplanes to fly so low above a residential neighborhood.	<p>O-50-1 Dear Mandraker Jagroop,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-5: Existing/General Noise Complaint● 2-7: Aircraft Altitude● 4-3: Quality of Life

COMMENT

RESPONSE

O-51-1

I would like to make a formal complaint in reference to Fort Lauderdale-Hollywood International Airport's south runway being used continuously with large airlines flying closer than normal in this past month. The noise is unbearable and I have not been able to sleep due to the loud noise, trembling of my house and the stress and fear that my dog is terrified of. This is extremely stressful as for my wife and I are suffering tremendously from this 70 percent increase of flights on the south runway including larger than usual smaller planes. I recently was informed by a neighbor that the north runway is closed for major upgrades with an overall estimated completion date of March 2020. This is completely unacceptable as for I am a homeowner and should have been notified in writing prior to me having to be caught off guard and ruin my peace at my home. I can no longer sleep at night nor during the day due to all the noise from all the aircrafts. On top of that, for the past 6 months I have been unable to sleep due to all my neighbors getting construction done to improve the noise in their homes. Currently the house directly beside me is having impact windows placed right next to my bedroom. Just about all the houses in my street have had these improvements continually with all the repairs and construction workers yelling from outside the house to the construction workers inside the house. I am a Federal Officer and my job requires me to work shift schedules, rotating days and times. This added noise is really stressful and putting a burden on my daily life and my health. Please have this addressed asap so I can return to my daily routine and life. I would expect nothing less than to be treated fairly and respectfully. Please include me in your Noise Mitigation Program as for what has been done to me and my family is completely unacceptable. Respectfully, Gabiel Guzman 4610 SW 34 DR Dania Beach, FL 33312
Gabiel7777@yahoo.com

O-51-1

Dear Gabiel Guzman,

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
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-6: Vibration

O-52

	My name is Romanes Despeines
	4251 SW 82 Way
O-52-1	Davie, FL 33328
	I barely sleep at night due to the Aircraft Noses.

COMMENT

RESPONSE

O-52-1	Dear Romanes Despeines,
	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.
	<ul style="list-style-type: none">● 1-8: Early Morning and Nighttime Operations● 2-5: Existing/General Noise Complaint● 4-3: Quality of Life● 4-4: Health Effects of Noise

O-53-1 | I have no peace with the ongoing Noise days and night.

COMMENT

O-53-1 Dear Ramones Despeines,

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: Early Morning and Nighttime Operations
- 3-1: NCP Recommendations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

RESPONSE

COMMENT

RESPONSE

O-54-1

Our neighborhood and my home have been impacted negatively by the recent change in air traffic patterns. I have lived in my home for 26 years. I chose my home carefully so as not to be impacted by too much noise. Now, for some reason that was never discussed to the neighborhood, constant east/west flights transit overhead at low elevations, at times over my home. The flights start early, around 4:30 A.M. They wake me up. They continue all day, and go into the night, past 10:00 P.M. The planes roar over head, all day long. It is very noisy, unhealthy and disruptive. There is no longer any peace and quiet at my home because of this. It was never like this before. In the past there was an occasional low overflight, but never this constant all day long flow of low flying loud jets. I have observed departures where planes take off, fly a mile or so over the ocean, turn north. As they pass Sunrise Boulevard, they turn sharply northwest and cross our neighborhood as they head west and northwest. The planes should fly further offshore and climb higher before they cross over residential neighborhoods. Likewise, on downwind runs for arrivals, flight paths should cross residential neighborhoods at higher altitudes to lessen the negative noise impacts. It has been disheartening to be subjected to new flight paths that create so much noise over my home. The constant airplane noise has negatively affected me and my well being. Thank you for reading about my concerns. David Stout 1508 N. Victoria Park Road Fort Lauderdale, FL 33304, david.k.stout@gmail.com (954) 592-7343

O-54-1

Dear David Stout,

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
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 2-7: Aircraft Altitude
- 2-8: Changes to Airport Operations
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Measures
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

O-55

	COMMENT	RESPONSE
O-55-1	Loud rumbling of jets flying overhead,hard to get through a TV show,waking me up at night, windows shaking.	<p>O-55-1 Dear Peggy Swartfager,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-5: Existing/General Noise Complaint● 4-3: Quality of Life● 4-4: Health Effects of Noise● 4-6: Vibration

COMMENT

RESPONSE

O-56-1

I am a current resident of Dania Beach and am having a grave issue with increased noise in our home due to aircrafts flying in and out of Fort Lauderdale airport at all times of the day. At times, there is a lapse of three to four minutes in between planes and this starts very early in day, around 6am and can go on until very late hours of the night. It really has become unbearable. We went to Dania Beach Noise Mitigation and were told that our house did not qualify for any assistance with noise reduction due to the previous program being closed in 2016 and that the former owner chose not to participate in the program during the same year we bought the house, leaving us with this big problem now and no options. All the houses on our street have been equipped with the necessary upgrades to help with the increased noise except ours and it has placed our family in a very stressful position. I cannot study at night, it is very hard to concentrate. My 3 year old son is constantly waking up as are my husband and myself. It has become a daily nuisance and we are actually more at peace away from our home than in it.

O-56-1

Dear Jessica Loaiza,

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: Early Morning and Nighttime Operations
- 2-6: Frequency of Operations
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

O-57

COMMENT

RESPONSE

O-57-1

I live approximately 450 feet south of Griffin Rd. Planes are making their approach over my house. It is unbearable. Some planes are making their approach over Griffin Road. This approach puts them more in line with the runway. Taking the path over my house makes no sense. My house is south of the runway. Drawing a line from my house to the runway puts the planes at an angle to the runway. If planes were to approach over Griffin, the noise to residents East of State Rd 7, would be less of an impact.

O-57-1

Dear Vincent Orrico,

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
- 2-8: Changes to Airport Operations
- 3-7: Modify Aircraft Operations

O-58

COMMENT

RESPONSE

O-58-1

You all changed the flight pattern and it does not let me sleep or think. The planes used to fly right over the canal between orange drive and griffin road, now they are flying every two minutes right over my house. I can no longer enjoy my pool time, gardening or conversations by the fire. My property value has also gone down due to airplane noise. I am very bothered. Please correct your flight patterns.

O-58-1

Dear Sonia Rio,

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.

- 2-6 Frequency of Operations
- 2-8: Changes to Airport Operations
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-5: Impact on Property Values

COMMENT

RESPONSE

O-59-1

I am hoping that there will be more options for those individuals who purchased houses where the previous occupant did not apply for the noise abatement program. The noise was not bad when we moved here, but has become increasing with the closed runway and the increased frequency of the planes landing, about every 2-3 minutes over the house at times.

O-59-1

Dear Mary Rose,

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.

- 2-6: Frequency of Operations
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendations

O-60

COMMENT

RESPONSE

O-60-1

Implement Altitude restrictions, night time curfews, and wider pathways to coexist with residential communities. Airports must not expand until the appropriate equipment & training has taken place to mitigate noise and emission pollution. FLL/MIA does NOT have the equipment or training for simultaneous 4,000-4,500 ft Altitude approaches. SW ranches is rural community and horses are being born still born because of the noise. Fix it Review the data of visual approaches over the past 365 days and all the traffic below 4,000 ft alt The U-Turn around Weston is killing us. FLL employees in the know... say the visual approaches are unsafe bc of the executive airport space
https://www.thepetitionsite.com/598/885/131/quiet-skies-and-clean-air/?taf_id=62660320&cid=fb_na#bbfb=223771341

O-60-1

Dear Sharon Palmer,

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: Aircraft Altitude
- 2-8: Changes to Airport Operations
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary Use Program for Runway 10R-28L
- 4-1: Metroplex

COMMENT

RESPONSE

O-61-1

Perhaps I should have written to you earlier to air my concerns regarding the FAA proposed changes to the landing pattern to FLL airport and the potential impacts for Weston residents. However, before I start I would like to give you a little of my personal background so you may better understand that such is a real concern and not that I am simply jumping on a band wagon just to go up against the status quo. 28 years ago I purchased my home in the development of Forest Ridge, Davie on Pine Island Rd between 595 and Griffin Rd. This was one of my biggest mistakes in life as after moving in I soon discovered that I was in the direct landing corridor to Fort Lauderdale airport. Making a long story short it was difficult to engage in conversation outside, the tv volume had to be turned up on high and even decorative pieces on my wall-unit would vibrate when planes came overhead. As for sleeping'. I did not want to come home. I learnt my lesson well and saved all I could with the intention to move to a quieter area. 7 years later my realtor introduced me to Weston, but prior to committing I spent several days onsite in the mornings, afternoons and nights to experience the environment I wanted to call home. Yes, there was only the occasional plane but I enjoyed the sounds of nature so much that such plane noise was minimal and infrequent. I committed to call Weston home in 1998. Since then, much has changed and mostly for the good. Unfortunately, since that time a second runway was added to FLL airport and expansion to the facility in terms of increased gates and flight routes. Accompanied with this I have noticed over the years a steady increase in airline traffic and noise to the point that I began asking myself if this was deja vu. I questioned whether the FAA had a carte blanc ability to direct flight patterns or if residents had any input from a legal standing. It was only recently that I viewed a facebook post of an FAA workshop at the Signature Grande to present the proposed flight path changes and to seek resident input. I grabbed the opportunity and attended such April 22nd, 2019.

Most of the presenters at the workshop were air traffic controllers and maybe two talking about the environmental impacts. The station that caught my attention the most was the one that showed the proposed movement of the turning point for eastbound landings. That turning point is proposed to be moved further west which will place the concentration of the eastbound landing traffic more over Weston (please see photo attachment with circled star being the proposed move for the eastbound turn). When I asked the traffic controller of the potential for increased noise pollution in my neighborhood he exclaimed, 'Weston gonna get it'. That was tough to swallow. Bear in mind that most of the wind come from the east therefore approx. 75% of landings is from the West to the East. Today, I believe such pattern changes are already occurring as I am no longer in denial. Additionally, I was told that there are plans for even more gates and routes. No wonder FLL is listed as the 2nd fastest growing airport.

I believe we should all strive for growth and development but not at the expense to innocent residents that had previously bought into a quiet and comfortable lifestyle. In my opinion, presently the air traffic noise levels in Weston is uncomfortable. Some mornings I am awoken by thunderous roars from engines above and my backyard patio at nights is no longer a place for quiet relaxation and or entertaining with the volley of aircrafts overhead. This was not something I imagined having to deal with in Weston.

In the past and still so for the most part, the turn for eastbound runway approaches is at or about the I75 and 595 intersection. I have noticed that as traffic into FLL increases flights are being pushed further West to accommodate the traffic and to stage landing sequences.....This is my observation after many years living in Weston. Further, It was advertised that the 2nd runway that was added would alleviate overhead congestion and noise concerns to neighborhoods outside of the noise contours. I suppose that growth of the FLL airport itself has outpaced that remedy.

Moving forward, I am humbly requesting that a detailed and comprehensive noise study be performed for Weston to determine the best mitigation plan for affected residents. Personally, I suggest moving that turning point further West over the Everglades, higher altitude restrictions and curfews over certain sensitive residential areas. I know that the number of arrivals and departures will not decrease in the future therefore I ask that BCAD and the FAA be sensitive to residents that bought their home and lifestyle outside of the noise contours of aircrafts.

Sincerely,

Richard Grant

O-61-1

Dear Richard Grant,

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: Aircraft Altitude
- 2-8: Changes to Airport Operations
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L
- 4-1: Metroplex
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

COMMENT

RESPONSE

O-62-1

Where do I begin? 4 years ago when the south runway expanded, my neighborhood changed drastically. It has never been the same with the repeated noise of airplanes arriving and departing FLL. Now we hear that with the new NExt Gen system they are going to get WORSE; closer together and never deviating from the assigned due west route directly over my house and neighborhood. This is killing our property values and our semi-peaceful life we chose to live out west for. As it stands now the aircraft can merge in and deviate from the straight east west tracks - this allows for the noise to be shared along the western broward neighborhoods. With the new plans you all will be putting the routes only over the due west neighborhoods only and in closer repetition. What have we done to deserve this? We get noise, plane dust, danger of crashes, and on top of that we are going to be the sacrificial lambs for the airport's and airlines' gains in revenue. We are not even entitled to compensation because we live 'too far west' - well, we still get affected and we can't even sleep right anymore. You guys have ruined our neighborhoods already, please don't make it worse - vote against the NEXT GEN system. Please consider your residents due west of FLL, Help us Please -reconsider all the effects you have caused us. Sincerely, Alex Rio, Cooper City

O-62-1

Dear Alejandro Rio,

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.

- 2-6: Frequency of Operations
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 4-1: Metroplex
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-5: Impact on Property Values
- 4-7: Fuel Residue/Soot

O-63

COMMENT

RESPONSE

O-63-1 | I would like to help out please call me.

O-63-1 Dear Matthew Owen,

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

If you would like to receive updates or provide input regarding FLL's on-going noise-related efforts, please go to:

<https://www.broward.org/Airport/Business/NoiseInformation/Pages/default.aspx>.

For updates specifically on the current Part 150 Study, please go to:

www.flpart150.com.

Please see the following topic specific response that applies to your comment.

- 1-9: Public Meetings/Outreach

O-64

COMMENT

RESPONSE

O-64-1 | concerned about aircraft and train noise in melaluca gardens neighborhood.

O-64-1 Dear Robert Nielsen,

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

O-65

COMMENT

RESPONSE

O-65-1

I am told by FAA personnel that air traffic controllers are TRAINED to start turning the jets the moment they leave the runway. This is done so that it saves the airline's fuel costs. You are purposefully routing jets directly over the top of my home to save fuel costs. A jet that flies over the top of my home is flying around 1000 feet above me--how loud do you think a jet sounds over the top of your head at 1000 feet? All I ask is to fly the jets straight until they get to Nova Rd, that is the way that it used to be. ANY jet that flies overhead here will only be about 1000 feet off of the ground--how is this acceptable? It's not! Stop turning the jets until they reach higher altitudes--and certainly, stop training to do this. I understand that jets on average only fly overhead 20% of the time here... but during that time you have them flying right over the top of my home! I work out of my home, I have to apologize to callers on the phone when talking inside of my home because of the planes--people laugh and ask me if I'm standing near the runway! This is ridiculous!!

O-65-1

Dear Mark Main,

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.

- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life

O-66

COMMENT

RESPONSE

O-66-1

Good Morning, My family purchased the property on 4741 SW 25th Terrace Fort Lauderdale, FL 33312 in December of 2016 as our residence. It has been brought to our attention that the previous owner for whatever reasons did not participate in the Voluntary Sound Insulation program and therefore our property is one of the only ones in our neighborhood that has not been equipped with sound protection in the direct route of the airport. We have a small child and the noise is at times uncomfortable, especially when late at night or very early morning. I would like to please see if you can make an exception and reopen the program for people like my family who live in the directly impacted area and did not have the chance to participate in such an important program for our home. Please let me know if this will be possible or if there anything else that can be done to help us. I would greatly appreciate it. Thank you for your time, Jessica Loaiza (786-333-0757)

O-66-1

Dear Jessica Loaiza,

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: Early Morning and Nighttime Operations
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 4-3: Quality of Life

O-67

COMMENT

RESPONSE

O-67-1 | I live in weston. We already have a lot of airplane traffic, so I am worried for more noise, for the air quality and the impact in our health, and also for how can this damage the environment affecting the roof of our houses, streets, parks, the water of the lakes and pool.

O-67-1 Dear Luisanna Rodriguez,

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
- 2-5: Existing/General Noise Complaints
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-7: Fuel Residue/Soot

O-68

COMMENT

RESPONSE

O-68-1

FLL Part 150 Study Noise Exposure Maps and Noise Compatibility Plan does not indicate areas of considerable exposure such as Everglades Wildlife Management Area - Water Conservation Area 2B, Everglades and Francis S. Taylor Wildlife Management Area, Miccosukee Reservation, Conservation, FL, Weston Regional Park, Weston Hills Country Club and Golf Course, Cleveland Clinic of Florida and many other parks and resources. However, 24 hours a day, 7 days a week flights travel this pathway w/ low altitudes. No FAA Public Workshops have been offered in the City of Weston, FL The Florida Metroplex project for spring 2019 references an environmental determination on proposed procedures in 2020, if appropriate. Please advise how best to obtain the environmental determination from 2015- 2019 and projected 2020-2023 Flight Plan exposures w/ environmental determinations and impacts. Noise has a considerable negative impact on quality of life, health, quiet enjoyment of homes, backyards, parks and neighborhoods.

O-68-1 Dear Kathleen Iturralde,

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

The South-Central Florida Metroplex Environmental Assessment website can be accessed here:

http://metroplexenvironmental.com/fl_metroplex/fl_introduction.html.

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

- 1-2: AEDT/Noise Exposure Map Methodology
- 1-3: Noise Modeling Data
- 1-9: Public Meetings/Outreach
- 2-7: Aircraft Altitude
- 4-1: Metroplex
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

COMMENT

RESPONSE

O-69-1 | Will the part 150 include a 60dnl contour map. If not, how can it be requested.

O-69-1

Dear Ron Mitcham,

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

14 CFR Part 150 only requires the preparation of Noise Exposure Maps (NEMs) that depict the DNL 65, 70, and 75 contours. FLL's current NEMs, which depict the 2018 Existing Conditions and 2023 Future Conditions DNL 65, 70, and 75 contours, are included in the FLL NEM Report, can be accessed at <http://www.flpart150.com/fl-14-cfr-part-150-study-final-noise-exposure-map-report-2/>. If you would like additional information, please contact BCAD's Noise Comment Hotline at 954-359-2366.

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

- 1-2: AEDT/Noise Exposure Map Methodology
- 1-4: Part 150 Regulations/FAA Guidelines

O-70

COMMENT

RESPONSE

O-70-1 | I live in oakbridge 4976 sw 31 ter ft.lauderdale fl.33312 and i as of today i still hear airplanes noise
consantly Please advise! Thank you Irit snyder

O-70-1 Dear Orit Snyder,

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
- 3-1: NCP Recommendations

O-71

COMMENT

RESPONSE

O-71-1

Your noise study in my eyes is a waste of time and a scam. sorry to be blunt but when you have a map with your study claiming there is no noise next to an actual track map showing they are sending 70% of the westward flights turning north at takeoff and over our homes, its obvious that the study does not look at all at real noise or flight data. why don't you just use noise sensors and complaints as a basis, compare this with actual flight data, you will see the issue. flights need to climb fast, fly west until out of the zone affecting residential areas, then turn north.

O-71-1

Dear Vincent Valldeperas,

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: DNL (Use of the DNL Metric)
- 1-3: Noise Modeling Data
- 1-4: Part 150 Regulations/FAA Guidelines
- 1-5: Noise Measurements Rather than DNL/Modeling
- 1-6: NOMS (Noise and Operations Monitoring System)
- 1-7: Flight Tracks
- 2-2: Departures
- 2-4: West Flow
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations

COMMENT

RESPONSE

O-72-1 | At my location arrivals are usually not a noise issue. However, early morning departures are audible and frequent. The low rumble from full throttle starts are most of what we hear from 6am until 9am.

O-72-1 Dear Jim Schwantes,

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: Early Morning and Nighttime Operations
- 2-2: Departures
- 2-6: Frequency of Operations
- 4-6: Vibration

COMMENT

RESPONSE

O-73-1 | I live on 4976 sw 31 ter and i keep hearing to airplanes any time of the also at night which i cant sleep or very early in yhe mornings.please advice Orit snyder

O-73-1 Dear Orit Snyder,

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: Early Morning and Nighttime Operations
- 3-1: NCP Recommendations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

O-74

COMMENT

RESPONSE

O-74-1

Good Afternoon, I am reaching out today to figure out what can be done about the loud noises that takes place all day, every day from the airport and now even the trains. I live in the Melaleuca Gardens and it has become impossible to sleep with both the noise of the planes and the trains. We purchased our home and moved in last year the ending of May. We were not informed nor given the opportunity to participate in the Part 150 Study due to the fact that the seller opted out of the participation. She was an elderly woman and did not have the funds for the required adjustments and was already planning to sell the home. Any help to this matter would be appreciated. Thank you in advance.

O-74-1

Dear Martha Munoz,

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: Public Meetings/Outreach
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-10: FLL 2008 EIS Mitigation Program
- 3-1: NCP Recommendations
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

O-75

COMMENT

RESPONSE

O-75-1

I HAVE BEEN A HOME OWNER IN DANIA 30 YRS PAYING MY PROPERTY TAXES. MY WHOLE BLOCK QUALIFIED FOR UPDATES. I WAS 1 POINT SHORT.THIS IS VERY UNFAIR ,NOT TO MENTION I HAVE A CITY SEWER LIFT STATION IN FRONT OF MY HOUSE.PLEASE RECONSIDER MY HOUSE FOR RENOVATIONS . I HAVE HIRED A LAWER.SINCERLY RICHARD RIZZO 954 854 4010 rizricha@aol.com 625 ne 2nd st dania beach fl 33004.

O-75-1

Dear Richard Rizzo,

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.

- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendations

P-1-1 | Wow, lots of planes.

COMMENT

P-1-1

Dear Michael Findling,

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

RESPONSE

	COMMENT	RESPONSE
P-2-1	<p>One of the suggestions submitted to the Part 150 panel was to have ' all arrivals, from either direction; to the main runway, vastly improving disturbance to its neighbors & ' all departures, to east or west; from the south runway, also vastly reducing disturbances to neighbors.</p> <p>It might increase taxiing, so cost; but the purpose of the 150 is to reduce noise. Little cost vs. eliminating noise. It's not been addressed.</p>	<p>Dear Gary Luedtke,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Appendix C of the NCP Report provides information on the strategies suggested by stakeholders to reduce noise, but were not included in the NCP Report as a recommended action. With regard to the suggestion referenced in your comment, current runway use statistics indicate that the north runway already accommodates approximately two-thirds of all activity at FLL. Noise modeling indicates that any action that involves shifting additional arrival activity to the north runway would result in a further increase in the noncompatible land uses within the DNL 65 contour, which is contradictory to the intent of 14 CFR Part 150. Therefore, the suggested strategy was not included as a recommended measure in the NCP Report.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none"> ● 2-1: Arrivals ● 2-2: Departures ● 2-11: Mandatory Runway Closures/Operational Curfews ● 3-1: NCP Recommendations ● 3-2: Recommended Noise Abatement Management Measures ● 3-7: Modify Aircraft Operations ● 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

	COMMENT	RESPONSE
P-3-1	Frequency of flights has increased dramatically. The high level of noise is disruptive. Thank you	<p>P-3-1 Dear Alissa Sheldon,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific response that applies to your comment.</p> <ul style="list-style-type: none">● 2-6: Frequency of Operations

COMMENT

RESPONSE

P-4-1 | 4416 sw 28 terrace Dania Beach Fl 33312 is my address included for Noise Mitigation, doors and windows, if is not please include in the list, all my neighbors have already received windows and doors,I need to be on the list for sound remediation as soon as possible. thank you so much. Victoria.

P-4-1

Dear Victoria Roeser,

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.

- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendation

	COMMENT	RESPONSE
P-5-1	They planes come and go at all hours over my home in Davie. The new runway was only supposed to be send during normal working hours	<p>P-5-1</p> <p>Dear Colleen Rossano,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 1-8: Early Morning and Nighttime Operations● 2-6: Frequency of Operations● 2-11: Mandatory Runway Closures/Operational Curfews● 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

P-6-1 | We are hearing airplanes over our home.

COMMENT

P-6-1

Dear Veronica Sousa,

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 comment.

- 2-5: Existing/General Noise Complaint

RESPONSE

COMMENT

RESPONSE

P-7-1 | We just moved to Weston. We settled in this city for safety and schools. Real estate prices are at a premium. However, to my surprise, there is no consideration to airplane noise. I am regularly awakened before 6AM due to an overhead airplane. It is constant and unbearable. Please review and see if planes can be diverted. We came from N.VA. We lived the same distance to two airports (IAD and DCA) as we now live from FLL and never had this issue!

P-7-1

Dear Patty Rop,

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
- 2-5: Existing/General Noise Comments
- 2-8: Changes to Airport Operations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations

COMMENT

RESPONSE

P-8-1 | The amount of air traffic is so annoying lately, I live in Weston since 2011 and there has never been this almost disturbing amount of flights over our city. The high taxes that I pay per year (more than \$ 9000) only serve the land surface, not to buy my air peace ???

P-8-1

Dear Sonia Ocampos,

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 comment.

- 2-6: Frequency of Operations

COMMENT

RESPONSE

P-9-1 | I live out west by Vista View park and all day long I have airplane noise from planes landing in FLL. I'm attaching a file showing the decibels of a single plane instance. Basically it sounds like a bomb is falling on my house every 5 minutes. I recently moved to Davie, how is the city ok with this? Seems like whoever allowed the airport to operate this way completely lacked diligence and was oblivious to the long term impact to this poor decision. The airport seemed to operate fine for decades before the new runway, either shut the runway down or only allow landings/take off from the east, ocean side, where there's no new resident impact.

P-9-1

Dear Javier Figueroa,

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: DNL (Use of the DNL Metric)
- 1-4: Part 150 Regulations/FAA Guidelines
- 1-5: Noise Measurements Rather than DNL/Modeling
- 2-3: East Flow
- 2-4: West Flow
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-7: Modify Aircraft Operations

COMMENT

COMMENT



Measurement Report

Name: Record 4
Duration: 44s
Time: Mar 10, 2021 At 6:26 Pm
Location: Davie
Device: iPhone 11 Pro, iOS 14.4
Notes:

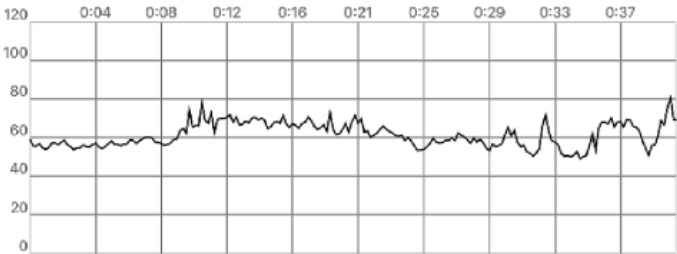
Measurement configurations

Frequency Weighting	A
Response Time	Fast (0.2s)
Calibration	+0.0 dB
Avg/Leq	66.3 dB
Min	49.4 dB
Max	80.8 dB
Peak	86.6 dB

Measurement results

Standard	NIOSH
Threshold	85 dB
Exchange Rate	3 dB
TWA	0.0 dB
Dose	0.0 %
Projected Dose	0.0 %

Graph



	COMMENT	RESPONSE
P-10-1	I'm concerned because Regularly flightsApproaching FLL from the west or far below the minimums evening VFR conditions. The noise especially late at night is Deafening and can wake you up at night it's ridiculous	<p>P-10-1 Dear Dean Comple,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 1-8: Early Morning and Nighttime Operations● 2-3: East Flow● 2-6: Frequency of Operations● 2-7: Aircraft Altitude

P-11

COMMENT

RESPONSE

P-11-1 | 4416 sw 28 terrace Dania Beach FL 33312 is my address included for Noise Mitigation, doors and windows, if is not please include in the list. Thank you so much. All the best, Victoria Roeser

P-11-1 Dear Victoria Roeser,

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.

- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendation

	COMMENT	RESPONSE
P-12-1	<p>Mike Sartin, 746 SW Third Street, Dania Beach, Florida, dictated 4/4/2021 The last time I flew into FLL from the north, the pilot defended to about 10 000 feet and made a slow turn over Lake Okechobee and began a trip toward Alice Town. The emotional part of my brain started to ask myself if I had a passport that might keep me from being deported from the Bahamas. The rational part of my brain told me that we were eventually going to head back westward and land on 28 L, which, of course, is what happened. Obviously, the airlines are spending a lot of money to mitigate noise. (And I hadn't flown a direct route in first class from TYS to FLL aboard Emirates; that route does not exist.) So, clearly, the airlines are putting forth significant time, trouble, and expense to mitigate noise on the 28 end of the airport. Today, I hung out for about 2 hours in the park along the south side of the airport because runways 10 L and 10 R were in use. In all honesty, some of the poorly muffled motorcycles traveling on Griffin Road were louder than the airliners when they landed. Private jets were a bit louder and I wonder if they are working to abate noise or just using the runway length and thrust deflection to save brakes. My baby brother, who can land an airplane better than I ever could or will, points out that airport noise, like all noise, is subjunctive. My neighbors can have a party with 100, 150 guests and, while I can hear them, as long as I like the music, it really isn't much of a bother. On the other hand, the one time they put the teenagers in charge of the music, I had to call BSO four times. Noise is not sound. For me, noise is measured not in decibels but in profanity bells. Sound, on the other hand is measured in decibels. Consequently, I suspect that one of the best avenues available to FLL to mitigate airport sound is to give people the option to look upon it not as noise, but the sound of money landing in our towns. A few years ago I saw a US Army C-5 Galaxy sitting alongside the north runway at FLL. A few hours later, back at home and less than 2 miles away, I heard it take off. No louder than normal a conversation from about a mile and 3/4 away. If the sound of a US Army C-5 does not fill every American's heart with pride and joy, then I don't know what the problem is. My advice, in short, is to sell the sizzle and explain why the steak is good. If people are concerned about airplanes running out of runway, make sure that everyone with an interest understands what the EMAS is for. I have had at least one former elected official insist that aircraft use reverse thrust when landing. Clearly, the sound of thrust deflectors was being confused with reverse thrust. Everyone who speaks out about airport operations should learn the basics of airport operation before speaking out.</p>	<p>P-12-1 Dear Mike Sartin,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none"> • 2-1: Arrivals • 2-5: Existing/General Noise Complaints • 3-1: NCP Recommendations

	COMMENT	RESPONSE
P-13-1	4416 sw 28 terrace Dania Beach Fl 33312 is my address included for noise mitigation? Windows and doors, if is not please include me in the list. Thank you so much All the best, Victoria Roeser	P-13-1 Dear Victoria Roeser, 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. <ul style="list-style-type: none">• 2-10: FLL 2008 EIS Mitigation Program• 3-5: FLL Part 150 Sound Insulation Program Recommendation

	COMMENT	RESPONSE
P-14-1	The path used for arrivals is directly over my house it affects all the signals in my house including internet use. The frequency of the planes is a nuisance and causes serious noise pollution.	<p>P-14-1 Dear Jennifer Cuffy,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-1: Arrivals● 2-6: Frequency of Operations● 4-3: Quality of Life● 4-4: Health Effects of Noise

COMMENT

RESPONSE

P-15-1

I purchased my home in west Davie in December 2019 and If I had been privy to these overflights I never would've moved here! The constant influx of low flying airlines has been a horrible situation. We live a good 9-10 miles west of the FLL airport. We're just outside of Weston, east of I75, west of Flamingo road and north of Griffin road. We have flights coming in from every direction, some go right across us and other turn directly over our home and noise level that's emitted from them is extremely loud. Aircraft noise clearly and significantly impairs health. Aircraft emissions degrade air quality and the rapid growth of FLL is a matter of concern in relation to pollutants and consequent effects on health. Every arriving flight is between 1400'-2300' above us all while they're descending. When in fact they really should be at an altitude of 3000' especially with us being this far away from the FLL airport! If you search my name you will find all of the complaints I've made since moving into my home. I've spoken with Mr. Cannicle a few times as well as Mrs. Binns and used the online complaint form daily. I asked about installing a noise monitoring system in our area since the closet one is well over 1.5 miles away from us and was told they really aren't used because they don't work. So how can this study be done when you don't have all the data that's needed for efficiency? BCAD hasn't had a study update since 1994 and A LOT has changed since then! Even the NEM's aren't accurate when you're not including our area and every arriving flight is passing right over us and are extremely loud. If you had a noise monitoring system installed you would know the levels are higher then 65 decibels! I even tried reaching out to the Southern Regional FAA office and was directed right back to FLL airport to discuss noise abatement procedures. The FAA stated in their response that they have no authority over a certain geographical location, time of day, schedules, or any local noise abatement programs. So if the FAA isn't over seeing this then who is? Honestly when is someone going to do something about this. How many people have to complain before somethings done? I'm not benefiting from these overflights or making any monetary gain from them, instead every time I hear them I feel very anxious. I can't stand hearing them fly over my home all day and night. Our health is in jeopardy and all I'm asking is for someone to care enough to do something about it! Please keep these flights at a higher altitude, update your old expired systems and implement a noise monitoring system closer to Flamingo road and I75!

P-15-1

Dear Dana Gayoso,

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.

- 1-2: AEDT/Noise Exposure Map Methodology
- 1-3: Noise Modeling Data
- 1-4: Part 150 Regulations/FAA Guidelines
- 1-5: Noise Measurements rather than DNL/Modeling
- 1-6: Noise and Operations Monitoring System (NOMS)
- 2-1: Arrivals
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-6: Noise Monitor Recommendations
- 4-4: Health Effects of Noise

	COMMENT	RESPONSE
P-16-1	<p>As a common practice commercial flites use the same flite paths to approach landing. Flites are about 2-3 minutes apart.</p> <p>To improve quality of life in our community I suggest:</p> <p>To change periodically the most frequently used flite paths, sort of "spread the pain".</p> <p>To study possible altitude and speed of the incoming commercial flites in order to reduce noise and pollution.</p>	<p>P-16-1 Dear Csaba Boer,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-7: Aircraft Altitude● 3-1: NCP Recommendations● 3-2: Recommended Noise Abatement Management Measures● 3-7: Modify Aircraft Operations

COMMENT

RESPONSE

P-17-1

Departure flights all hours if the day & night are flying directly over our neighborhood, greatly interfering with our quality of life (not being able to use our yards due to the noise) & dropping black residue all over our homes, cars & outside patio furniture! The noise at times is deafening & you are unable to even carry on a conversation w/someone sitting directly across from you! It was our understanding that the FAA has agreed to change flights paths but we are now waiting on implementation! Stop the insanity & get this implemented sooner than later. We have been dealing with this issue for several years now'enough already!!!

P-17-1

Dear 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.

- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-7: Fuel Residue/Soot

COMMENT

RESPONSE

P-18-1 | Still like to know why we don't qualify to get sound proof windows and doors seeing how the monitor is 20 feet from our front door. We are directly in the path of all incoming flights 4610 sw 28 way dania beach and was told 2 years ago the people we bought the house from in 2018 did not qualify so we don't qualify? We are the only people within 20 block radius that does not have them and we shouldn't be penalized because the people before us didn't qualify. We've attended meetings, sent emails, made phone calls went in person did everything but stand on our heads to get somebody to respond or even listen to our plea. Appreciate anything anybody can do for us. thank you. chris crossley 954-520-6567

P-18-1

Dear Christopher Crossley,

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
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendation

P-19-1 | Yes noise all the time

COMMENT

RESPONSE

P-19-1 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 comment.

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

P-20-1 | noise

COMMENT

RESPONSE

P-20-1 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 response that applies to your comment.

- 2-5: Existing/General Noise Complaint

COMMENT

RESPONSE

P-21-1

Over the weekend both runways were open and a plane flew or turned over my house every 32 seconds. I don't believe anyone has come out in my area and listened to the noise. Now we were told we need to include a real estate disclosure form if we sell our house. We are not only unable to enjoy our home, yard, and outside area but also cannot sleep due to the 4 am planes. I have reported this to the complaint line before and I was told 'oh yeah, you are right in the flight path and its only going to get worse.' How does anyone intend to compensate people for the inability to live in their homes?

P-21-1

Dear Dereth Behar,

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

As discussed in Section 3.3.2 of the NCP Report, BCAD proposes to implement *FLL Land Use Measure LU-4*, which involves continuing to encourage local jurisdictions to establish real estate disclosure policies for aircraft noise and, in the case of City of Dania Beach and Town of Davie, extend existing disclosure requirements to the resale of existing properties.

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

- 1-8: Early Morning and Nighttime Operations
- 2-5: Existing/General Noise Complaint
- 3-3: Recommended Land Use Management Measures
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

COMMENT

RESPONSE

P-22-1 | We have been seeing a lot of airplanes flying over the house recently, especially around 2-5pm. Some of these airplanes are flying low enough that they could be heard from the inside of the house. The everglades being so closed to me, why not just have them go more west over the everglades

P-22-1

Dear Victor Nunez,

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.

- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations

P-23-1 | I have a lot of noises days and nights from Aircrafts....

COMMENT

P-23-1

Dear Romanes Despeines,

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

RESPONSE

COMMENT

RESPONSE

p-24-1 | The air traffic above my home appears to be much lower than it used to be. This has resulted in increased noise and black dust covering my outdoor furniture.

P-24-1

Dear Kristen 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.

- 2-5: Existing/General Noise Complaint
- 2-7: Aircraft Altitude
- 4-7: Fuel Residue/Soot

P-25

P-25-1 | Great website!

COMMENT

P-25-1 Dear Krista Grotte,

RESPONSE

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

COMMENT

RESPONSE

P-26-1 | The arrivals from the west over Davie have been very loud particularly in the early morning and evening hours. Sometimes it feels like they are landing right over top of our house and their approach is unnecessarily low. It has been hard to have a conversation or watch TV inside our house since the new runway has opened and impossible to stand outside with neighbors. The planes should be able to approach at a higher altitude until they get closer to the airport.

P-26-1

Dear Robert Powell,

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.

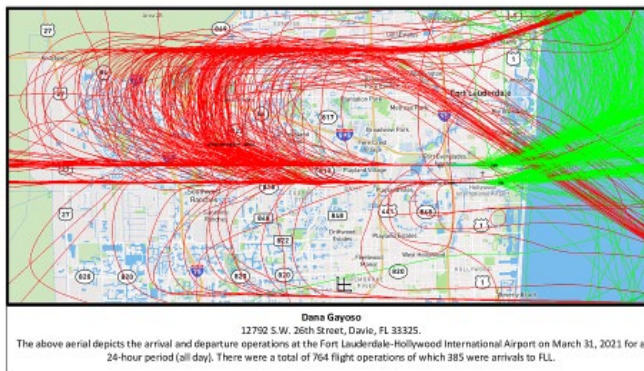
- 1-8: Early Morning and Nighttime Operations
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life

COMMENT

RESPONSE

P-27-1

I live 10miles west of FLL airport and we get all of the incoming flights from the west, north-east and south-east. I've made numerous online complaints and have spoken to Winston Cannicle as well as Mishka Binns regarding the nonstop overflights.' I've been asking about the noise monitoring systems for over 16 months and nothings been installed. At the same time no one has ever come out here from the airport to experience what we're are dealing with first hand, instead every time we voice our concerns and complaints the issue is passed off onto someone else and no one is helping us! There's no reason these overflights need to be at such low altitudes when we live this far west from the airport.' Even though you're using a flight tracking system it doesn't let you hear how it sounds to us and that is what's important. How can this study even be considered when key elements and factors aren't being done? So many people are complaining about the noise and we are all being ignored. Please understand that every arriving flight is either turning right over my home or within .5 -1 mile away and they're all at low altitudes. The noise is heard from within my home at all hours of the day and night and I can feel the vibration from these airlines. I understand that people who live closer to the airport experience it far worse than I am but they chose to move there knowing the airport was in close proximity. No one would ever think they'd be inundated with constant overflights moving to west Broward and just because the airline is increasing in size shouldn't impede on our lives. The noise from these overflights are horrible! Also I keep asking myself why are we getting all of the arriving flights to the northern runway (10L) instead of it being divided between the two runways? So many homes within the 65DNL have already received funding for the sound insulation program and then they're moved to the northern runway? How is that fair to us when we can't be included in the program and are being inundated with non stop overflights? None of these overflights should be turning over a residential neighborhood when the everglades are a few miles west of us. I know they're trying to save money but again that shouldn't be our issue or concern. We pay taxes and our wants and wishes need to be respected. Make it fair and keep the arrivals more west over the everglades, at higher elevations, more west closer to 595 and utilize the other runway more. I don't want to live everyday dealing with hundreds of overflights 1600'-2000' right above us and at speeds of over 178mph. ' Please I am begging you to help us with this situation.'



P-27-1

Dear Dana Gayoso,

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: Noise Measurements rather than DNL/Modeling
- 1-6: Noise and Operations Monitoring System (NOMS)
- 1-8: Early Morning and Nighttime Operations
- 2-1: Arrivals
- 2-3: East Flow
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 2-8: Changes to Airport Operations
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendation
- 3-6: Noise Monitor Recommendations
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L
- 4-3: Quality of Life
- 4-6: Vibration

COMMENT

RESPONSE

P-28-1

Richard Grant 2489 Eagle Run Drive Weston, FL 33327 23rd April, 2021 Broward County Aviation Department Attn: Noise Office - FLL Part 150 Study c/o Winston Cannicle 320 Terminal Drive, Suite 200 Fort Lauderdale, FL 33315 Dear Mr Cannicle and to whom it may concern, Approximately 30 years ago I moved to a new beautiful house in Forest Ridge Davie Florida. Unfortunately, by the first weekend after closing I realized that the choice of neighborhood was a very bad mistake in terms of location. Such was the case as it was in the crosshairs for aircraft approaches into the FLL airport from the West. The noise was deafening and I can still recall items on my wall unit shelves vibrating as planes passed overhead. Even to watch television and carry a conversation was uncomfortable. Sleeping was a nightmare. Almost immediately I knew that house was going to be only a temporary residence as the aircraft routes were preexisting and there was nothing I could do to change them. I had only myself to blame. Within that very same year my family and I started to make plans to move again. It was in 1998 that we moved to Weston Florida. Surely this time I did my due diligence in terms of research as I was especially concerned about the overhead aircraft traffic noise and fearing a repeat. At that time FLL had only one runway and no known plans for expansion which would adversely affect the serenity of the neighborhood. I also learnt that aircraft traffic from the east travelling to the west in preparation for an eastbound landing approach would make their turn approximately over the I75/595 intersection while following as best as possible, the commercial landscape below. That was the flight path I knew existed for the great majority of such approaches and Weston would be rarely affected by aircraft traffic noise. With this in mind I thought Weston was a safe bet as it offered the peace and tranquility that I sought and yet still fairly close to my workplace. Living in Weston was comfortable for quite some time and I fell in love with my serene bubble. Fast forward and the FLL airport expanded to include numerous additional terminals and a second runway. Naturally aircraft traffic increased and landing patterns changed. Most concerning was noticing that the general location of that I75/595 turning point for approaches to the east was moving further westward and too frequently over Weston. Please keep in mind that 75% of the time winds are from the east. Currently many planes are travelling at low altitudes over Weston where the noise level and frequency are very uncomfortable. At 15 miles west of the FLL airport Weston should not have to be faced with these concerns. It seems that once at a low altitude travelling west the aircraft has to power up to keep altitude as it awaits permission to turn for that eastbound approach into FLL which causes even more noise. Having now lived in Weston for the past 23 years I can unequivocally say that the aircraft traffic noise has definitely increased to levels which has diminished enjoyment both inside and outside of my home. I can understand the desire for a county wanting to expand commerce but certainly due consideration should be offered to their tax paying residents especially those that has had this dilemma forced upon them. Surely, adequate mitigation protocol can be implemented for us to achieve a comfortable coexistence. Concerning the aircraft traffic noise over Weston I hereby propose the following as solutions: 1. Adhere to the I75/595 turning point when possible 2. Making the turn over the Everglades thereby avoiding Weston when there has to be a later clearance for eastbound approaches 3. Higher altitudes if having to fly over Weston in excess of 2600 feet 4. Gradual descent from higher altitudes where less throttle power is required for safety 5. Consider pm curfews Please note that quality of life has a value and as such must be respected. Sincerely Yours Richard Grant

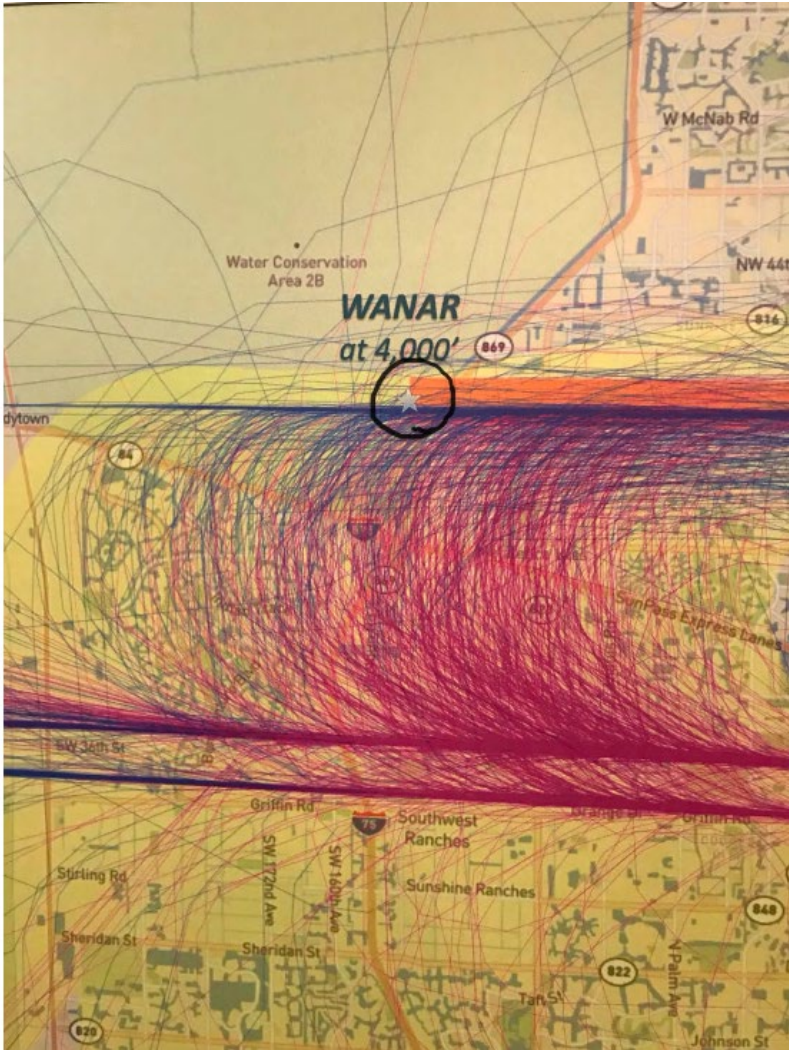
P-28-1

Dear Richard Grant,

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
- 2-7: Aircraft Altitude
- 2-8: Changes to Airport Operations
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Measures
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 3-7: Modify Aircraft Operations
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L
- 4-3: Quality of Life
- 4-6: Vibration



COMMENT

RESPONSE

P-29-1

I strongly object to the proposed condensed airplane traffic paths. It is apparent that you do not care about the residents living in the areas affected, and those of you suggesting this are most likely not living here; hence, not affected by this at all. The noise and the pollution will be unbearable and will significantly affect our quality of life and health. There is the ocean and lots of space/area around the Fort Lauderdale airport to distribute the traffic pattern, rather than condensing it into a corridor. You can still stop this. I urge you to reconsider. Just because someone had an agenda and came up with this idea does not make it right.

P-29-1

Dear Christel Henseler,

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: Changes to Airport Operations
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-7: Fuel Residue/Soot

COMMENT

RESPONSE

P-30-1

Good evening! my name is Victoria Roeser my address 4416 sw 28 terrace Fort Lauderdale 33312 I am trying to contact you, I Sent many complaints and comments but not answers, all my neighbors ready received doors and windows, I am living 65 area, I bought my house 2016 , that is how I messed to be on the list original program, I can't sleep at night with the plain sound, I need sound remediation as soon as possible please! Please I need to be on the list for the new program. Thank you in advance for looking into my request. Victoria Roeser

P-30-1

Dear Victoria Roeser,

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.

- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendation
- 4-4: Health Effects of Noise

COMMENT

RESPONSE

P-31-1

The FLL second runway was built without any feedback from the City of Weston which is approximately 15 miles from the runway. MIA routinely clears arrivals for visual landings. The speed and low altitudes of arriving flights is below 2,000 ft altitude and often at 1,500 1,800 ft altitude at speeds of 200. The engine noise and low altitude is incompatible with peaceful enjoyment of my home inside, outside or at an neighboring outside venue. The altitude must be mandated and enforced to adhere to 3,500 feet and above to peacefully coexist with the City of Weston residents.

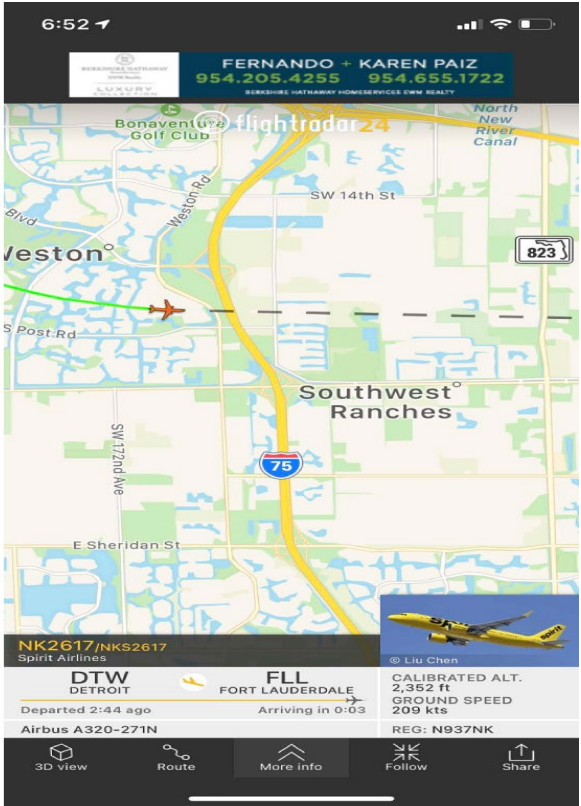
P-31-1

Dear Kathleen Iturralde,

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
- 2-7: Aircraft Altitude
- 4-3: Quality of Life



COMMENT

RESPONSE

p-32-1 | Hello my name is Victoria Roeser, please I need some body contact to my, my address 4416 sw 28 terrace Dania Beach 33312, is my address included for noisy mitigation? Doors and windows please if is not included me in the list, all my neighbors have ready received , I need to be on the list for sound remediation as soon as possible. Victoria

P-32-1 Dear Victoria Roeser,

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.

- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendation

COMMENT

RESPONSE

P-33-1

The changes of the air traffic patterns that started about three years ago negatively affect my residential neighborhood. The constant flow of low and loud jets that fly over and near my home is very disruptive. There is no peace and quiet because of the new flight paths. Please consider the whole community impacted by the operations at the airport. Do not limit the noise studies to a small area directly adjacent to the airport. The impacts are more widespread. Please consider altering the flight patterns to avoid residential neighborhoods. For example, adjust the flight paths to pass over commercial areas that are located along the major roads in Fort Lauderdale, such as Broward Boulevard, Sunrise Boulevard, and Oakland Park Boulevard. This would provide some relief from the noise to my home and neighborhood. Increase the altitude of the flights when they pass over residential areas. Right now, there is a constant east-west flow of planes over head. In addition, when planes depart the airport they turn sharply right, northward, and cross overhead, very low and very loud. Increasing the altitude of both arrivals and departures will lessen the noise on the ground. Small changes such as I mention above can make a big difference in the quality of life for the residents. As I type this, several loud jets have passed overhead. They produce a significant negative impact. Having peace and quiet at home is very important attribute to me, and I believe, to other residents and visitors to our area Thank you for your consideration. David Stout 1508 N. Victoria Park Road Fort Lauderdale, FL 33304

P-33-1

Dear David Stout,

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.

- 1-2: AEDT/Noise Exposure Map Methodology
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life

COMMENT

RESPONSE

p-34-1

The airport has done a great job of hiding the noise control form..The planes are flying so low over Plantation Isles on takeoff when the winds are out of the west that it is ridiculous.

P-34-1

Dear Jean Thomas,

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
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures

COMMENT

RESPONSE

P-35-1

Lauderdale Isles is just west of the airport and is greatly bothered by takeoffs to the west only. Only the annual average noise level is considered by the FAA. THIS IS ABSURD. Averaging zero noise for the 80% of departures that are to the east and the horrendous noise for the 20% of departures that are over us to the west tells the FAA that we have no noise problem. My ears disagree and I lose sleep and quiet enjoyment of my home.

P-35-1

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.

- 1-2: AEDT/Noise Exposure Map Methodology
- 1-3: Noise Modeling Data
- 1-8: Early Morning and Nighttime Operations
- 2-4: West Flow
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

	COMMENT	RESPONSE
P-36-1	<p>Hello I am Victoria Roeser, 4416 sw 28 terrace Dania Beach Fl 33312, is my address included for Noise Mitigation, doors and windows please if is not included me in the list, all my neighbors have ready received windows and doors, I need to be on the list for sound remediation as soon as possible!.</p> <p>Victoria Roeser</p> <p>4-19-21</p>	<p>P-36-1 Dear Victoria Roeser,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-10: FLL 2008 EIS Mitigation Program● 3-5: FLL Part 150 Sound Insulation Program Recommendation

COMMENT

RESPONSE

p-37-1 | The noise level is incredibly disruptive to the community during west wind departures. It starts early in the morning and goes until very late at night.....this cannot continue this way.

P-37-1 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.

- 1-8: Early Morning and Nighttime Operations
- 2-2: Departures
- 2-4: West Flow
- 2-5: Existing/General Noise Complaint
- 4-3: Quality of Life

COMMENT

RESPONSE

P-38-1

I am in the path where the planes turn over Flamingo Road to head east, which is directly over my home. On some occasions, planes are over my house every 42 seconds when using both runways. I can no longer enjoy the country life for which I bought my house and have also been instructed that the value of my house has also been diminished due to the plane activity. There are several different avenues that planes can land and take off, it should not be just one-way, everyday, every few minutes. If it shifted and everyone in the path of the airport took their share, we could all enjoy our properties maybe for one or two days per week! Being awakened every morning at 4 am by a plane is no way to live.

P-38-1

Dear Dereth Behar,

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: Early Morning and Nighttime Operations
- 2-3: East Flow
- 2-6: Frequency of Operations
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-5: Impact on Property Values

COMMENT

RESPONSE

p-39-1 | To whom it may concern, the Part 150 has not accurately identified the noise level the residents of Lauderdale Isles have to endure during west wind departures. SOME noise within reason is expected given the proximity to the airport, however when residents no longer can have a conversation or communicate, due to passing planes, there is clearly something very wrong. Video submitted is from April 17th at approximately 7pm at an outdoor dinner with 7 people and music.....what stands out is the departing plane. I hope this will encourage you to set legitimate parameters.

P-39-1

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.

- 1-2: AEDT/Noise Exposure Map Methodology
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures

COMMENT

RESPONSE

P-40-1

The Part 150 is a complete FRAUD. In New York State, when we prepare an Environmental Impact Statement, we use theoretical data to model the predictive impacts and mitigation. One completed, we are required to use real time data collected in the field to verify the modeling and adjust for any mitigation. Using theoretical modeling and not verifying the effects when there are actual monitoring devices that exist pre and post improvements means the report has no validity and is a FRAUD stating that the conclusions are invalid. Anyone involved in this study should be ashamed of themselves considering it to be a valid document. Further, not even considering impacts outside of the theoretical noise contours, considering neighborhoods have been screaming is absolutely shameful. I have recorded a video from 4/17/21 showing how loud and awful it is. Please be proud that the FAA completed a FRAUDULENT and INVALID document. Shameful.

P-40-1

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: DNL (Use of the DNL Metric)
- 1-2: AEDT/Noise Exposure Map Methodology
- 1-3: Noise Modeling Data
- 1-4: Part 150 Regulations/FAA Guidelines
- 1-5: Noise Measurements Rather than DNL/Modeling

COMMENT

RESPONSE

P-41-1 | Please consider higher altitudes for longer periods during arrivals to FTL. The frequency and noise level of planes flying over The Ridge on Nob Hill during arrival to the north runway needs to be addressed for the community. A higher altitude until the planes reach the commercial districts would go a long way!

P-41-1 Dear Robert Calabrese,

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
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude

COMMENT

RESPONSE

P-42-1

Blunty said, this study is a total joke. A computer simulation using runway headings does not reflect what is really happening nor the impact on residents in the area. Flights regularly overfly Lauderdale isles at low altitude and full power, it may only be when there is a west wind but when it happens we cannot be on the phone or hear tv when a plane is overhead, even with impact windows. averaging the noise over the year does not make sense either, get real folks, do a proper study with actual sensors, some do exist already.

P-42-1

Dear Vincent Valdeperas,

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.

- 1-2: AEDT/Noise Exposure Map Methodology
- 1-3: Noise Modeling Data
- 1-4: Part 150 Regulations/FAA Guidelines
- 1-5: Noise Measurements rather than DNL/Modeling
- 1-6: Noise and Operations Monitoring System (NOMS)
- 1-7: Flight Tracks

P-43-1 | I live on sw 31 ter right on griffin rd.and ihear the airplanes a lot!

COMMENT

P-43-1

Dear Orit Snyder,

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 comment.

- 2-5: Existing/General Noise Complaint

RESPONSE

COMMENT

RESPONSE

P-44-1

According to the Fifth, Sixth, and Fourteenth Amendments to the US Constitution, the FAA has a duty to pay for the airspace they are taking. They have created a program that spent millions mitigating homes that were not even effected by the runway expansion and have left homes that are severely and directly affected without any mitigation, support or help. In fact, they harass and discriminate against citizens in the 65+ contour who sincerely ask for help once the damage to the property was evident. The noise, turbulence, vibrations and signal destruction comes through my walls, windows and roof. It's impossible to enjoy time outside. It's impossible to work or continue my education inside. Every flight goes right through my private property and filthy oily chemical droppings are left to kill my plants, dissolve my roof, and ruin my cars. I never signed away my airspace rights. The part 150 study upholds all of the facts that I'm sharing here. With this evidentiary report published, it is the duty of the government agencies to make some type of offer to resolve the damages they are continuously and exponentially doing to my private property while the taxes continue to rise. What are they planning to do? How will they help the unmitigated homes? When will they pay for the unauthorized use of my private airspace? The foundation of my home is destroyed from the vibrational damage of the hundreds of daily flyovers. When will they repair the damages they have knowingly created?

P-44-1

Dear Ire Lo,

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.

- 2-10: FLL 2008 EIS Mitigation Program
- 2-3: Recommended Noise Abatement Management Measures
- 3-5: FLL Part 150 Sound Insulation Program Recommendation
- 4-3: Quality of Life
- 4-5: Impact on Property Values
- 4-6: Vibration
- 4-7: Fuel Residue/Soot

COMMENT

RESPONSE

P-45-1

As a resident of Weston, I have been negatively impacted by the new flight path and lowered altitudes of the FLL arrivals. Right now, some of the arrival planes are flying so low that I have to stop speaking to my friends until the plane passes. Pre-Covid I remember trying to read or study, but having my train of thought interrupted every 10 minutes by the airplane noises. I even tried to go to the Weston Library Park to read by the roaring fountain in hopes that it might drown out the engine noise. No, the engines noise surpassed and overpowered even the giant fountain's roar. The one good thing about the pandemic is that it lowered the number of flights. I dread the day FLL goes back to having a highway of planes interrupting people's peace every 10 minutes. Especially since the path flies straight over one of Florida's largest high school. I've sat for hours on Vista Park and Library Park and am horrified at the engine noises. I have lived in Weston for over a decade and because the planes used to fly higher noise was not an issue, why has the FAA suddenly allowed planes to be flying at such low, noisy altitudes? We live far enough from the airport that planes should not be flying so low. One day I even saw one flying at 1,200ft! Does the FAA not care about residents health and safety? Does the FAA not care that the piper planes from Perry airport and the flight training school have their small aircrafts flying just west of US 27 at the same altitudes? How is that safe? As someone who lives directly under the flight path I no longer have peace, but worse I no longer feel safe.

P-45-1

Dear Victoria Barros,

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: Aircraft Altitude
- 3-7: Modify Aircraft Operations
- 4-1: Metroplex
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

Additionally, in response to your question regarding general aviation aircraft from North Perry Airport, FAA Regulations Part 91.119, Minimum Safe Altitudes, an aircraft must be at least an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet. General aviation pilots must also be in communication with either Miami International Airport or Fort Lauderdale International Airport depending on their altitude and location. Fort Lauderdale International Airport Air Traffic Control is responsible for the arriving and departing commercial aircraft and consider all known aircraft flying within the vicinity of the Airport.

COMMENT

RESPONSE

P-46-1 The planes are flying bellow 2000 ft over Weston. We are too far from the FLL airport to have planes flying so low and noisy. Also, another concern is because there's many small planes practicing in the area at low altitude. An accident may happen anytime.



P-46-1 Dear Fatima Torres,

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 comment.

- 2-7: Aircraft Altitude

Additionally, in response to your question regarding general aviation aircraft within the vicinity of FLL, FAA Regulations Part 91.119, Minimum Safe Altitudes, an aircraft must be at least an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet. General aviation pilots must also be in communication with either Miami International Airport or Fort Lauderdale International Airport depending on their altitude and location. Fort Lauderdale International Airport Air Traffic Control is responsible for the arriving and departing commercial aircraft and consider all known aircraft flying within the vicinity of the Airport.

COMMENT

RESPONSE

P-47-1

Dear Jo Romero,

The new FAA airspace changes have negatively impacted Weston residents. Most days, the planes are flying at a low altitude of 1,600ft causing excessive noise over residential areas that are FAR from the airport. Additionally, this poses a severe safety risk to all Westonians because the airspace near US27 is historically and currently filled with small planes flying with erratic paths and at the same altitude. FAA should consider the safety of the residents and children of Cypress Bay High School who are all under the dangerously low flight paths. I am scared of their paths converging or <https://www.sun-sentinel.com/local/broward/weston/fl-ne-weston-plane-down-20200827-pdmweyy65vbftkl6nynacysse-story.html>.

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: Aircraft Altitude
- 4-1: Metroplex

P-48-1 | Very noisy

COMMENT

RESPONSE

P-48-1 Dear Annette Buckley,

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.

- 2-5: Existing/General Noise Complaint

COMMENT

RESPONSE

P-49-1

Listed in the Workshop's (Appendix C) Proposals there wrongly prefaced with the word 'Preferred' is 'arrivals on north runway & departures on the south runway' Not mentioned in the Public Hearing or Workshop, but it means 'all arrivals, from either direction, to the main, & 'all departures, to either direction, from the south runway. The reason written for its rejection is 'it shifts additional (50%) arrivals to the north runway' which would further the non-compatible 65-DNL contour. Considered alone, it would. ----- It IGNORES that it would remove ALL, (66%) of FLL's Main departures, from Weston, & Lauderdale Isles' the departures which are its major complaints. It's a net appreciable reduction of the Main runway's contour. Additionally are coming MetroPlex's higher-altitude glide-slopes which the 4/5/19 Sun-Sentinel reported 'landings should be quieter.' ----- NO ARRIVALS TO THE SOUTH RUNWAY MEANS NO LOW ALTITUDE EVENTS OVER THE ONLY FLL-ADJACENT thousand HOMES UNDER A FINAL APPROACH. All departures from the south runway means adding the 2/3 the Main loses, stretching its 65-DNL Cone OUT INTO THE OCEAN! Its drawback would be its western contour would come exclusively; tripling its current, from adding the main's western departures. But when the wind determines western departures is 12-15% of the time, @ triple the altitude of arrivals, & dispersing their directions' effects. Not 100% of 10R arrivals low as 110' under every final approach! "'''''''''' Not 'additional', but a dramatic net reduction to both runways' most complaining & affected neighbors' neighborhoods. Understanding that designated runways might increase taxiing to gates. Its six taxiways 've recently been updated to handle. The 150's objective is to decrease, not costs, but FLL's noise effects on its neighbors. DO IT!

P-49-1

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.

- 2-1: Arrivals
- 2-2: Departures
- 2-7: Aircraft Altitude
- 3-7: Modify Aircraft Operations
- 4-1: Metroplex



COMMENT

RESPONSE

P-50-1

Just noticed that I can relay the Noise Monitor record of the 110' flight, & 102 dB, over mid-(thousand)-neighborhood Noise Monitor 3 ... for which the Part 150 is providing not a single new recommendation.

Note:

the statue of liberty is taller.
you could hit it with a baseball, or
football kick.

But the 150 helps those at ten x the altitude instead.

P-50-1

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.

- 1-3: Noise Modeling Data
- 1-5: Noise Measurements Rather than DNL/Modeling
- 2-7: Aircraft Altitude

Fort Lauderdale-Hollywood
International Airport

Site: 3
Location 4609 SW 28th Ave., Ft. Lauderdale, 33312
Period: Jul-15 10R/28L

Loud Events above 83 dB (Max Level)

Date	Time	Max Level	SEL	A/D/O	Runway	Aircraft Type	Flight No.	Airline	Altitude (ft.)	Wind Dir.
7/24/2015	14:33	94.5	102	D	28L	Unknown			110	270
7/29/2015	19:09	89.8	97.4	A	10R	A320	JBU505	JBU	459	112
7/27/2015	18:23	88.8	94.9	A	10R	A320	NKS236	NKS	547	112
7/15/2015	17:33	88.8	95.9	D	28L	FA50			992	247
7/8/2015	16:00	88.6	95.5	A	10R	MD88	DAL1282	DAL	526	90
7/5/2015	9:20	88.3	94.6	A	10R	B738	BWA31	BWA	516	112
7/18/2015	17:14	88	94.1	D	28L	Unknown			903	180
7/4/2015	18:34	87.8	95.2	A	10R	A320	NKS240	NKS	468	112
7/6/2015	14:23	87.7	96.5	A	10R	A320	AVA36	AVA	463	112

110'
102 dB



110'
102 dB

COMMENT

RESPONSE

P-51-1

Want the FAA to know - how IGNORED its "voluntary" overnight closure is.
We understand the word voluntary's meaning, but the FAA should instruct that it's attempted.

Prior answer to complaints were "the Controllers lose track of time" - when timing airliners is 100% of their job description. I volunteered to buy them alarm clocks.

Last month, the answer was MIA Controllers sent them. No explanation, & no reason FLL couldn't side-step them.

Last night's five-before-midnight reply was MIA-control determined FLL was busy. Flightaware showed average two-minute separations.
That's not busy, & again no FLL effort to side-step.

Yes, it's voluntary, but there's no attempt or effort to comply.
No consideration.

P-51-1

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.

- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L



P-52

COMMENT

RESPONSE

P-52-1 | The airplanes coming over quiet residential areas are so low and loud! Why aren't they flying in directly over 595? So residents aren't bothered by the noise?!! (We live off of Hiatus road and canyon maple Blvd.)

P-52-1

Dear Marina Nabutovskaya,

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.

- 2-7: Aircraft Altitude

COMMENT

RESPONSE

P-53-1

First, I must complement ESA & Garth on a well-conducted Public Hearing. However, this Part 150; triggered by the expansion of FLL's south runway, could be expected to develop some proposals to alleviate the noise events to the area affected. But after ~ four years of consideration, not a single new recommendation for 10R/28L's surrounds. Compare... the farther Weston arrivals' complaints of being ~ 1200' altitudes, will see higher sloping introduced, the Riverland-area complaints about main-runway's departures will see routes change. Nothing for the south runway's adjacent neighbors, where Monitor 3, as you know in the middle of the only thousand homes under a final approach, records one at 110'. & no relief!

P-53-1

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.

- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Strategies
- 3-5: FLL Part 150 Sound Insulation Program Recommendation
- 3-7: Modify Aircraft Operations

P-53

COMMENT

RESPONSE



COMMENT

RESPONSE

P-54-1

I've made numerous complaints and have spoken to Winston Cannicle as well as Mishka Binns regarding these overflights. I live 10miles west of FLL airport so there no reason these flights need to be at such a low altitude this far west from the airport. There's never been any type of noise monitoring system installed this far west to hear the noise decibels and every arrivals is going right over my home. Why can't they stay more south and use the other runway? Why can't the incoming flights from the north east and south east make their turn more west over the Everglades? Why does every single flight have to descend right over my home while they're between 1600'- 2000' above us and at speeds of over 178mph? Please I am begging you to help us with this situation. I understand that people who live closer to the airport experience it far worse then I am but they chose to move there knowing the airport was there. No one moving by I75 would ever think they'd be inundated with a constant noise and window rattling from overflights! On top of the constant noise there's the pollution that's emitted from these overflights and it's disgusting. Every few days I have to rinse off my patio because it has black dust all over it. The smog falls into our pools, all over our roofs and vehicles. Our air quality is getting worse because of these overflights and it's not right. Who's responsible for the added expense? We had to install 2 different UV HVAC systems plus we have 2 individual air purifiers running all day everyday because of this!

P-54-1

Dear Dana Gayoso,

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: Noise and Operations Monitoring System (NOMS)
- 2-3: East Flow
- 2-5: Existing/General Noise Complaint
- 2-7: Aircraft Altitude
- 3-6: Noise Monitor Recommendations
- 4-7: Fuel Residue/Soot

P-55-1 | Frequency of low flying planes over Weston.

COMMENT

P-55-1

Dear Kelly Kookan,

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
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude

RESPONSE

COMMENT

RESPONSE

P-56-1

The amount of airplanes flying over our community, the noise level, the pollution over our homes, and how low they fly are all problematic. We take pride in our beautiful city of Weston and flying so low over a wholly suburban area where our kids are playing outside, doing team sports at our many parks, or enjoying the playground and parks with family and friends, make it very difficult to quietly and peacefully enjoy the amenities our tax dollars pay for. The noise is deafening on some days when we are outside and there is high traffic and overcast skies. Please reconsider the flight pattern so that we can enjoy our city as was intended when we purchased our homes here in Weston. Thank you.

P-56-1

Dear Maria Tako,

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
- 2-5: Existing/General Noise Complaint
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 4-3: Quality of Life

P-57-1 | We are hearing low flying planes more and more!

COMMENT

P-57-1

Dear Tommy Bernardini,

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: Aircraft Altitude

RESPONSE

COMMENT

RESPONSE

P-58-1 | FLL lied to residents about the runway for years and cut the program soundproofing houses. I live directly below flight path and have planes flying overhead. I have owned my property since 1949 and have no soundproofing. I have a film over my yard and vehicles from oily residue from emissions. I agree that the 65 decibels is unlivable but I do it every day. Now gentrification has changed the neighborhood and added multi family units. If I were younger, i would move far away from Broward County.

P-58-1

Dear Betty Jean Lane,

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
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendations
- 4-7: Fuel Residue/Soot

COMMENT

RESPONSE

P-59-1 | Too many airplanes flying above us. Noise and contamination or our space

P-59-1

Dear Joanna Guzman,

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
- 4-7: Fuel Residue/Soot

P-60-1 | Noise on the night

COMMENT

RESPONSE

P-60-1 Dear Purificacion Capilla,

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

	COMMENT	RESPONSE
P-61-1	Crazy noise ' Weston is not what it was '. Should not be recommended anymore as a quiet place to live	<p>P-61-1 Dear Rodrigo Castrillo de Assas,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">• 2-3: East Flow• 2-5: Existing/General Noise Complaint

COMMENT

RESPONSE

P-62-1 | Weston is not a quiet place anymore '. Time to think about a more quiet area to live

P-62-1

Dear Mateo Castrillo de Assas,
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
- 2-5: Existing/General Noise Complaint

	COMMENT	RESPONSE
P-63-1	They have changed the flight pattern when the have the Everglades to reorder the flight pattern and use that air space.	<p>P-63-1 Dear Jorge Castrillo,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-3: East Flow● 3-1: NCP Recommendations● 3-7: Modify Aircraft Operations

	COMMENT	RESPONSE
P-64-1	Too much noise over Weston. Never mind during the day, but not early morning/night. We deserve restful hours. TY	<p>P-64-1 Dear Coral Manes,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 1-8: Early Morning and Nighttime Operations● 2-3: East Flow● 2-5: Existing/General Noise Complaint● 4-3: Quality of Life● 4-4: Health Effects of Noise

COMMENT

RESPONSE

P-65-1

It mentions that the flight path would be over 595 and higher altitudes - does that mean no more flights directly over Weston? I would hope that would eliminate the low flying flights that seem to be the arrival paths to the airport currently over head throughout the day and night. I have added impact windows and even with the additional sound reduction - these aircrafts are still quite invasive due to the noise level. When I am outside in my backyard - you cannot have a conversation on the phone due to the current volume of the planes it seems to either change engine speed or lower landing gear as the noise ramps up/down during them flying over our community. Keep in mind, I live in Weston, which is several miles away from the airport. Thank you

P-65-1

Dear Robert Martin,

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

	COMMENT	RESPONSE
P-66-1	Aircraft noise wakes us up during the night and early morning. Thank you.	<p>P-66-1 Dear Mercedes Civantos Capella,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">• 1-8: Early Morning and Nighttime Operations• 2-5: Existing/General Noise Complaint

	COMMENT	RESPONSE
P-67-1	We have a beautiful community but at times the aircraft fly very low right over our houses even during mid hours of the night.	<p>P-67-1 Dear Diane Wagner,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">• 1-8: Early Morning and Nighttime Operations• 2-7: Aircraft Altitude

COMMENT

RESPONSE

P-68-1

Aircraft flying at low altitudes over Weston. Aircraft noise issues happen mostly during approach to runway 10L (North Runway). Aircraft being vectored from the north for a left downwind as well as aircraft coming from the east flying at low altitudes for the given distance. Ideally air traffic from the north should turn base over I-75 no lower than 3,000' and from the east (straight in approach) at 15 miles no lower than 4,500'. Recommendations: These approaches should be re-charted and procedures should be in place to restrict IFR and VFR aircraft from descending over Weston at low altitudes. ATC should not allow traffic over Weston that are not following a 3 to 1 glide path hence 15 miles out at 4500', 10 miles out at 3,000'. Pilots should descend following a vertical profile and should not be allowed to dive and drive 15 miles away from the airport. A noise abatement approach procedure should be created. Noise abatement procedure would also save airlines in fuel costs. Thank you very much.

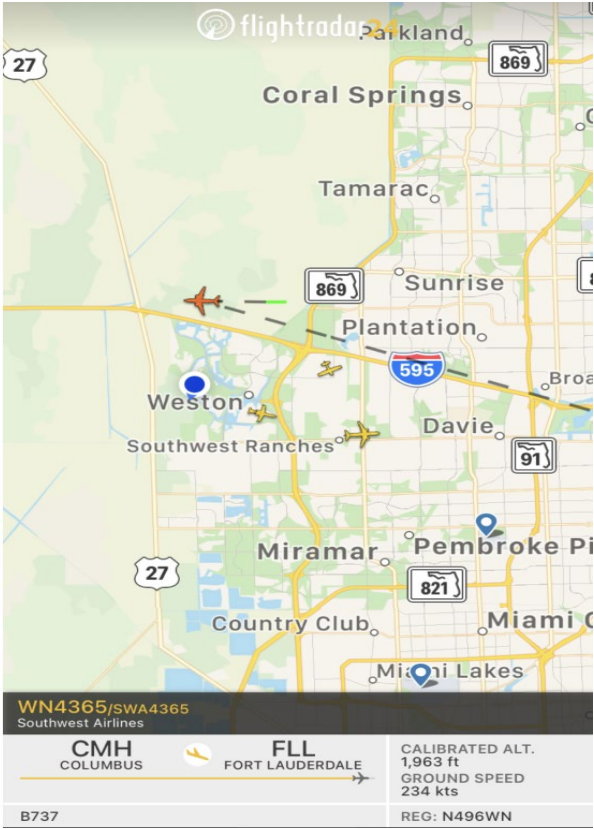
P-68-1

Dear Sylvio Pires,

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
- 2-5: Existing/General Noise Complaint
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations



COMMENT

RESPONSE

As a Weston resident living 15+ miles away from the FLL Airport, it is extremely frustrating to spend time reading studies, attending meetings and submitting comments pertaining to this issue. It is equally as frustrating and time consuming to have to monitor airplane altitudes utilizing apps.

The low-flying aircrafts, along with the frequency of the planes flying over Weston, literally right over our house has drastically increased over the past several years. Throughout the day we not only hear the planes, we feel the vibrations in our house and see the windows in our home vibrate. Many of those planes are flying at such low altitudes that I can clearly see details on the airplanes and the noise is so loud that I cannot hold a conversation with someone who is literally standing next to me.

We utilize the various apps to identify the plane and altitude and it is clear that these planes are flying at a ridiculously low altitude, especially given the fact that our location is so far from the FLL Airport.

Not only are the flying so low (most are often under 2000 feet altitude), they are making their turn to go towards the airport flying directly over residential areas of Weston when in fact, they could be making their turn over the highways (I75 or 595) instead.

Yesterday I was outside for hours in the front yard of my home. The low flying airplanes coming from the west (going east) towards the airport was constant. In addition, the planes coming from the north (flying south) and then making their turn to go east towards the airport was equally as constant.

It is completely unacceptable that this is allowed to continue to occur. There are options that we would like to insist begin to take place. As mentioned before, we are insisting that there be permanent minimum altitude requirements for planes flying over Western Broward County. We are insisting the planes not be permitted to fly at such low altitudes over Weston, especially over the residential areas. We are insisting the planes make their turns toward the airport over highway areas (I75 and 595).

It is unfair that the studies for the air traffic/noise took place largely over a period of time during the Covid-19 pandemic. To be honest, that time period was the only time that we had a reprieve from the low flying, constant air traffic and we were able to remember what it was like to be able to enjoy our homes both inside and outside without contending with constant low flying planes. Thank you for your time and consideration with this matter.

Sincerely,

Hallie Pasternack

2535 Royal Palm Way

Weston, FL 33327

P-69-1

Dear Hallie Pasternack,

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
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 4-6: Vibration

COMMENT

RESPONSE

Please see attached document.

Pasted here as well:

May 15, 2021

Fred Burton

2535 Royal Palm Way
Weston, FL 33327
FDBFINSVC@aol.com

Broward County Aviation Department
Attn: Noise Office ' FLL Part 150 Study c/o Winston Cannicle
320 Terminal Drive, Suite 200
Fort Lauderdale, FL 33315

Re: Public Comments for the Draft Noise Compatibility Program (NCP)

To whom it may concern,

I am writing with respect to the public comment period regarding the 150 Study, to address the low flying airplanes over the City of Weston, and requesting that you address and implement permanent minimum altitude requirements over western Broward.

P-70-1

To begin, my family has been both residents and property owners in Broward County for well over 65 years. I have been a Broward County resident for approximately 38 years, and a homeowner in Broward County for over 26 years. In that time, we have seen the growth and prosperity of the area, and I want to ensure you that my comments herein are for the benefit of the entire County.

Over the past several years, we have seen the growth at the Fort Lauderdale International Airport (FLL). That said, some of the growth has been at the expense of many residents that pay property taxes and who have resided in their homes while trying to be good 'neighbors' to the growth desires of FLL. It is my belief, that some of the actions taken by FLL along the way have been disingenuous and have discarded many of the feelings, rights, and needs of property owners.

The recent steps taken by FLL once again has seemingly ignored many actual residents who pay property taxes and who try to maintain Broward County for their home. To be clear, the recent 150 Study seems to have mostly limited its focus to the DNL 65 contour area, thereby largely ignoring the significant impacts of increased air traffic to those residents outside this very limited DNL 65 contour. Additionally, it seems this study utilized 'averages' over time periods, which doesn't help homeowners during 'peak' times, as well as data that may possibly be flawed due to the substantial decrease in air traffic during the COVID pandemic.

Furthermore, during the presentations and 'discussions' that we attended with regards to FLL, the representatives sidestepped direct answers to questions, referenced various other documents for 'more information', as well as referenced the FAA's noise policy that is approximately 450 pages long.

P-70-1

Dear Fred Burton,

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: DNL (Use of the DNL Metric)
- 1-4: Part 150 Regulations/FAA Guidelines
- 1-8: Early Morning and Nighttime Operations
- 2-3: East Flow
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-5: Impact on Property Values

COMMENT

With respect to the City of Weston, over the past several years (exception of during the COVID pandemic), we have seen an increase in air traffic over the City, as well as this air traffic making turns over our homes to go east towards FLL, and more importantly air traffic often below 2,000' altitude. In fact, we have air traffic quite often at absurdly low altitudes of approximately 1,500' above our City. All of which has contributed to a degradation of our peace and quiet, inability to enjoy our homes/yards, and a feeling of frustration that our needs are not being considered.

I believe our Weston City officials as well as Weston residents have expressed their concerns regarding these matters, as well as have made several suggestions to help mitigate them. For example, one suggestion included minimum air traffic height/altitude requirements over Weston (ie. west of I-75), which based upon a glide path from these minimum height requirements would help Weston as well as help several neighboring cities. Weston is based approximately 15 miles from FLL, so it seems that a minimum altitude would still allow a proper glide path for air traffic and this would provide a reasonable solution to Weston. Other suggestions included having air traffic turn a bit farther east over I-75, as well as other options.

With respect to the 150 Study and these suggestions for the City of Weston and western Broward, it was peripherally addressed in Abatement NA#5 (table 2.6), in acknowledging some opportunities for keeping the air traffic at higher altitudes. However, these 'opportunities' don't appear to have much 'teeth' to ensure long-term or permanent implementation. In fact, and most concerning, is the verbiage that indicates as airport activity increases, the flexibility to accomplish this decreases.

For the average resident of Broward County, we shouldn't have to learn about 'contours', 'studies', or to become experts on extensive FAA documents. In fact, I am personally very frustrated that I have had to dedicate so much of my time and effort over the past 2+ years to fight for what would seemingly be an easy solution if someone with the authority to help would just take the time to embrace it. I believe we should have representatives that care enough about it's residents to 'do the right thing' to protect them, their families, their well-being, their property rights and their use & enjoyment of their property, as well as respecting them. More importantly, any failures of those representatives to properly address and solve this issue now, will likely result in a decrease in property values of everyone affected, not just in the DNL contour area, and therefore decreases in property tax values which would equal decreased municipal and county property tax revenues.

I therefore ask that you address and implement a permanent solution for minimum air traffic height/altitude requirements over Weston and/or western Broward immediately, as well as properly explore other solutions that may be practical. Thank you.

Sincerely,
Fred Burton

May 15, 2021

Fred Burton

2535 Royal Palm Way
Weston, FL 33327
FDBFINSVC@aol.com

Broward County Aviation Department
Attn: Noise Office ' FLL Part 150 Study c/o Winston Cannicle
320 Terminal Drive, Suite 200
Fort Lauderdale, FL 33315

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To begin, my family has been both residents and property owners in Broward County for well over 65 years. I have been a Broward County resident for approximately 38 years, and a homeowner in Broward County for over 26 years. In that time, we have seen the growth and prosperity of the area, and I want to ensure you that my comments herein are for the benefit of the entire County.

Over the past several years, we have seen the growth at the Fort Lauderdale International Airport (FLL). That said, some of the growth has been at the expense of many residents that pay property taxes and who have resided in their homes while trying to be good 'neighbors' to the growth desires of FLL. It is my belief, that some of the actions taken by FLL along the way have been disingenuous and have discarded many of the feelings, rights, and needs of property owners.

The recent steps taken by FLL once again has seemingly ignored many actual residents who pay property taxes and who try to maintain Broward County for their home. To be clear, the recent 150 Study seems to have mostly limited its focus to the DNL 65 contour area, thereby largely ignoring the significant impacts of increased air traffic to those residents outside this very limited DNL 65 contour. Additionally, it seems this study utilized 'averages' over time periods, which doesn't help homeowners during 'peak' times, as well as data that may possibly be flawed due to the substantial decrease in air traffic during the COVID pandemic.

Furthermore, during the presentations and 'discussions' that we attended with regards to FLL, the representatives sidestepped direct answers to questions, referenced various other documents for 'more information', as well as referenced the FAA's noise policy that is approximately 450 pages long.

With respect to the City of Weston, over the past several years (exception of during the COVID pandemic), we have seen an increase in air traffic over the City, as well as this air traffic making turns over our homes to go east towards FLL, and more importantly air traffic often below 2,000' altitude. In fact, we have air traffic quite often at absurdly low altitudes of approximately 1,500' above our City. All

COMMENT

COMMENT

RESPONSE

of which has contributed to a degradation of our peace and quiet, inability to enjoy our homes/yards, and a feeling of frustration that our needs are not being considered.

I believe our Weston City officials as well as Weston residents have expressed their concerns regarding these matters, as well as have made several suggestions to help mitigate them. For example, one suggestion included minimum air traffic height/altitude requirements over Weston (ie. west of I-75), which based upon a glide path from these minimum height requirements would help Weston as well as help several neighboring cities. Weston is based approximately 15 miles from FLL, so it seems that a minimum altitude would still allow a proper glide path for air traffic and this would provide a reasonable solution to Weston. Other suggestions included having air traffic turn a bit farther east over I-75, as well as other options.

With respect to the 150 Study and these suggestions for the City of Weston and western Broward, it was peripherally addressed in Abatement NA#5 (table 2.6), in acknowledging some opportunities for keeping the air traffic at higher altitudes. However, these 'opportunities' don't appear to have much 'teeth' to ensure long-term or permanent implementation. In fact, and most concerning, is the verbiage that indicates as airport activity increases, the flexibility to accomplish this decreases.

P-70-1

For the average resident of Broward County, we shouldn't have to learn about 'contours', 'studies', or to become experts on extensive FAA documents. In fact, I am personally very frustrated that I have had to dedicate so much of my time and effort over the past 2+ years to fight for what would seemingly be an easy solution if someone with the authority to help would just take the time to embrace it. I believe we should have representatives that care enough about it's residents to 'do the right thing' to protect them, their families, their well-being, their property rights and their use & enjoyment of their property, as well as respecting them. More importantly, any failures of those representatives to properly address and solve this issue now, will likely result in a decrease in property values of everyone affected, not just in the DNL contour area, and therefore decreases in property tax values which would equal decreased municipal and county property tax revenues.

I therefore ask that you address and implement a permanent solution for minimum air traffic height/altitude requirements over Weston and/or western Broward immediately, as well as properly explore other solutions that may be practical. Thank you.

Sincerely,

Fred Burton

	COMMENT	RESPONSE
P-71-1	<p>The Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study Draft Noise Compatibility Program Report is completely ERRONEOUS in continuing to recommend 'distant' noise abatement departure procedures (NADP2) and not recommending 'close-in' noise abatement departure procedures (NADP1), at least in part.</p> <p>I attended by virtual a meeting in March 2021 of FLL ANAC, where the Part 150 Study was discussed by Mr. Arnold, the project manager.</p> <p>Mr. Arnold informed the FLL ANAC that the Part 150 Study DID reveal that NADP1 Procedures are indeed beneficial for noise, and are CALLED FOR under Part 150 Criteria, but only for certain runways and not all runways. He reported that BCAD, or Mr. Arnold's firm, then polled the airlines, and the airlines stated that it was far too Inconvenient for them to fly NADP1 for only some of the runways. This was accepted as Fact, period end of sentence, without any further consideration by BCAD or Mr. Arnold's firm.</p> <p>There was no comparable polling of the public, airport neighbors, ANAC, community experts, or anyone else regarding the Inconvenience to a large stakeholder group contending daily with serious FLL airport noise.</p> <p>Mr. Arnold also reported that there was no survey done of other airports as to whether NADP1 procedures are implemented at these airports for only some of the runways, despite alleged Inconvenience to the airlines.</p> <p>He also reported that there was no consideration given to the myriad other Inconveniences that airlines routinely face (and deal with just fine !) in everyday flying, like different SIDS / STARS and countless other procedures depending on runway, inconvenience from weather, last minute go-arounds, quick moves to avoid collisions, special training and different operations required for particular airports due to terrain factors, special training different operations required for particular aircraft, particular aircraft equipment, particular aircraft cargo, etc. etc.</p> <p>There was no consideration given by BCAD or Mr. Arnold's firm as to whether NADP1 could be programmed into on-board flight computers, obviating any Inconvenience for many aircraft using FLL.</p> <p>Airline Inconvenience was accepted as Fact, period end of sentence.</p> <p>One could be forgiven for concluding that the Part 150 Study Draft is Punting on this issue, or is stonewalling against it, by deferring exclusively to the airlines.</p> <p>The position on NADP1 taken in the Part 150 Study Draft is without genuine consideration of the legitimate interests of all stakeholders, as required by Part 150. Especially since NADP1 is clearly called for on at least some of the runways, to be further explored by Stakeholders. Is the Part 150 Study Draft on this issue just 'window dressing' or a charade meant to disguise a clear preference for the airlines and indifference toward the other FLL stakeholders. In order to avoid abuse of the Part 150 process and procedures specified by statute and regulations, the NADP1 Procedures issue should immediately be reopened with a view toward adopting NADP1 at least for some of the runways. In other words, properly to balance the Inconvenience for all stakeholders, in addition to, not just exclusively for, the airlines.</p> <p>Respectfully submitted.</p>	<p>P-71-1 Dear Paul Giovanni,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>As discussed in Appendix D of the NCP Report, preliminary analysis indicates that implementation of NADP1 on an Airport-wide basis could potentially benefit some areas southwest and east of the Airport, but would increase noncompatible land uses within the DNL 65 contour in areas west and north of the Airport. Because increasing noncompatible land uses conflicts with the intent of 14 CFR Part 150, the implementation of a NADP is not being recommended as an Airport-wide noise abatement measure. However, BCAD will consider strategies, such as implementing NADPs, as part of a Voluntary Fly Quiet Program (see PM-7 recommended in Chapter 4 of the NCP Report). Any strategies considered would be evaluated to ensure there would not be an increase in noncompatible land uses.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none"> ● 1-9: Public Meetings/Outreach ● 3-1: NCP Recommendations ● 3-8: Noise Abatement Departure Procedures

COMMENT

RESPONSE

P-72-1 | The flights arriving in FLL have become more frequent and disturb the residents with noise. I've observed flights directly overhead at least 1 per minute. It's a matter of time until there is an air disaster and local residents are killed too.

P-72-1 Dear Donna Flanagan,

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.

- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude

	COMMENT	RESPONSE
P-73-1	I live in Davie just east of University. The noise from landing gear is very loud. Airplanes have been flying lower and lower over residences.	<p>P-73-1 Dear Caroline DeMuynck,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none">● 2-5: Existing/General Noise Complaint● 2-7: Aircraft Altitude

P-74-1 | The noise and frequency is too much

COMMENT

P-74-1

Dear Jessica Holland,

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

RESPONSE

COMMENT

RESPONSE

P-75-1

Dear I L O,

P-75-1

From: I L O <flying.triangles@aol.com>
Sent: Wednesday, April 21, 2021 5:46 AM
To: Autumn Ward
Subject: Re: Reminder: Fort Lauderdale-Hollywood International Airport Noise Compatibility Program Public Workshop and Public Hearing starts in 1 day

What is the goal of this event?

There have been many events like this over the years, but, still nothing is being done to make the situations better, the jet traffic through my airspace simply continues to get more frequent, and more aggressive. Now that the study is out, is the Agency planning to pay for the airspace it's taking? Moreover, is the Agency prepared to now pay for the damage it's responsible for to my property? What about the future damage with the proposed coming traffic increase?

Regards

On Apr 20, 2021, at 5:13 PM, Autumn Ward, ESA Principal <no-reply@zoom.us> wrote:



Hi I Lo,

This is a reminder that "Fort Lauderdale-Hollywood International Airport Noise Compatibility Program Public Workshop and Public Hearing" will begin in 1 day on:
 Date Time: Apr 21, 2021 05:00 PM Eastern Time (US and Canada)

Join from a PC, Mac, iPad, iPhone or Android device:

[Click Here to Join](#)

Note: This link should not be shared with others; it is unique to you.

[Add to Calendar](#) [Add to Yahoo Calendar](#)

Or join by phone:



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

14 CFR Part 150 requires that members of the public have an opportunity for participation in the process through public meetings and hearings, and to provide the public the opportunity to submit comments on the Part 150 Study. More information about FLL's Public Workshops and Hearings can be found in Chapter 6 of the NCP Report.

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

- 2-6: Frequency of Operations
- 2-8: Changes to Airport Operations
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-3: Recommended Land Use Management Measures
- 3-4: Recommended Program Management Measures

US: +1 470 250 9358 or +1 646 518 9805 or +1 669 219 2599 or +1 206 337 9723 or +1 213 338 8477 or +1 346 248 7799 or 833 548 0282 (Toll Free) or 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free) or 833 548 0276 (Toll Free)
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International numbers available: <https://esassoc.zoom.us/j/kcAEqk0ks?>

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213.244.140.110 (Germany)
103.122.166.55 (Australia Sydney)
103.122.167.55 (Australia Melbourne)
149.137.40.110 (Singapore)
64.211.144.160 (Brazil)
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Webinar ID: 851 6779 3827

SIP: 85167793827@zoomcrc.com

Or Skype for Business (Lync):
<https://esassoc.zoom.us/skype/85167793827>

You can [cancel](#) your registration at any time.

COMMENT

RESPONSE

P-76-1 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.

- 2-1: Arrivals
- 2-2: Departures
- 2-3: East Flow
- 2-4: West Flow
- 2-7: Aircraft Altitude
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 3-8: Noise Abatement Departure Procedures
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

P-76-1

From: Gary <gluedtke@gmail.com>
Sent: Sunday, May 9, 2021 6:08 PM
To: RSVP@garthsolutions.com
Cc: TRyan@Broward.org; Kruzka, Jason <JKruzka@broward.org>; Dana Banker <DBanker@sun-sentinel.com>; Geoff Rames <grames.lucia@gmail.com>; Richard Cahoon <bchprop@mac.com>; Donna Peplin <donna@tyestudios.com>; Randy & Pat Wright <RCWPaw@Juno.com>; Keith Roberts <BKars2020@aol.com>
Subject: To shrink 65-DNL Cones of both FLL's most affected residential areas

[FLL Part 150 comment](#)

Listed in the Workshop's (Appendix C) Proposals there **wrongly prefaced with the word "Preferred"** is "arrivals on north runway & departures on the south runway"

Not mentioned in the Public Hearing or Workshop, but it means

- all arrivals, **from either direction**, to the main, &
- all departures, **to either direction**, from the south runway.

The reason written for its rejection is "it shifts additional (50%) arrivals to the north runway" which would further the non-compatible 65-DNL contour. Considered alone, it would.

It **IGNORES** that it would remove **ALL**, (66%), of FLL's **Main departures**, from Weston, & Lauderdale Isles... the departures which are its major complaints.
It's a **net appreciable reduction of the Main runway's contour**.
Additionally are coming MetroPlex's higher-altitude glide-slopes which the 4/5/19 Sun-Sentinel reported "landings should be quieter."

NO ARRIVALS TO THE SOUTH RUNWAY MEANS NO LOW ALTITUDE EVENTS OVER THE ONLY FLL-ADJACENT thousand HOMES UNDER A FINAL APPROACH.
All departures from the south runway means adding the 2/3 the Main loses, stretching its 65-DNL Cone **OUT INTO THE OCEAN!**

Its drawback would be its western contour would come exclusively; tripling its current, from adding the main's western departures. But when the wind determines western departures is **12-15% of the time, @ triple the altitude of arrivals, & dispersing their directions' effects.**
Not 100% of 10R arrivals low as 110' under every final approach!

Not "additional", but a dramatic net **reduction** to both runways' most complaining & affected neighbors' neighborhoods.

Understanding that designated runways might increase taxiing to gates. Its six taxiways 've recently been updated to handle.
The 150's objective is to decrease, not costs, but FLL's noise effects on its neighbors.
DO IT!

COMMENT

RESPONSE

P-77-1 Dear I L O,

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.

- 2-6: Frequency of Operations
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-5: FLL Part 150 Sound Insulation Program Recommendation
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-5: Impact on Property Values
- 4-6: Vibration
- 4-7: Fuel Residue/Soot

P-77-1

From: I L O <flying.triangles@aol.com>
Sent: Friday, April 16, 2021 4:50 PM
To: RSVP@garthsolutions.com
Subject: Ready to volunteer for mediation for part 150 study damages

Good afternoon Natalie,

I would like to ask what exactly the government agencies responsible for the FLL airport expansion are planning to do to fortify the homes that did not yet sign away their airspace ownership rights or accept the "voluntary mitigation program"?

My home is in the 65+ couter, half a mile from the runway. All air traffic banks down directly over my home the noise and vibration and signal interruption makes it impossible to work or study from my house office. The violent turbulence and noise has destroyed my windows, walls, and roof. All of my plants and hard scales are covered with chemical jet droppings. The noise comes through my walls, windows, and roof.

The planes are flying 100 percent directly through my private property spikes. I did not sign away my airspace right. The fifth and sixth and fourteenth amendments to the constitution prohibit this kind of taking and using privately owned airspace and damage to private property without compensation. What are the government agencies planning to do to compensate me for the use land damage to my property?

I didn't sign up for the mitigation, but, when I realized how much damage my property and I were stuck with, I asked the FAA attorney if they could help me get much needed replacement doors and windows. He was very helpful until he learned my identity, then he became contrary and discriminatory against me.

I am tired of the damage and filth, noise, lights, turbulence, signal destruction, and all else I have to live with on my property without my authority. I am also tried of being discriminated against and harassed when I try to ask what the responsible federal agency is planning to do to pay for what they are taking for me without my consent.

The 150 part study upholds the facts of all the damage and related issues that I am forced to live with while the taxes on the property still continue to rise. What is the government agency that is causing all of these problems planning to do?

They must compensate for the taking of my airspace, repair the damage, and STOP using my airspace without my permission. They can fly through the neighbors property where they upgraded the windows and doors and have secured their airspace property rights, but, that is not what is happening here.

They were so rude and discriminatory and harassing to me when I asked for help. Now I ask, what are they prepared to offer me now? How will they make my property whole? How will they secure the airspace that they are taking from me without my consent?

The job of the government is to protect and support the people, WE THE PEOPLE, how are they planning to help and support my property loss that they need for the successful expansion of the airport? What are they planning to do now that the study that proves all of the problems they created are upon us?

What is their offer?

Let me know, thanks.

Irena
65+ sleepless contour

COMMENT

RESPONSE

P-78-1 Dear L. L.,

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: Aircraft Altitude
- 2-10: FLL 2008 EIS Mitigation Program
- 3-5: FLL Part 150 Sound Insulation Program Recommendation
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-5: Impact on Property Values
- 4-7: Fuel Residue/Soot

P-78-1

From: L. L. <llle@comcast.net>
Sent: Monday, April 19, 2021 9:41 AM
To: Natalie Palomino <natalie@garthsolutions.com>
Subject: FLL Part 150 Study's Public Hearing

To Everyone Concerned,

Thanks for this invitation and letting me contribute towards proposed 150 Study with regards to the Airspace Highway being used by all Profitable Private Enterprises.

The current situation under Contour 65 DNL consists of occupied and developed land with damages since the first "voluntary" mitigation and it continues. Before we decide and for the sake of understanding, we all need to have an answer to the following question: "Would We voluntarily let Profitable Enterprises make a profit on our behalf, let them intrude on by inflicting risk on our health and damaging our property as well?" Since 150 Study started many years passed, we watched our properties deteriorate slowly each day as a result of jet intruders. Currently Jets are flying this highway, rumbling over us and has managed to: dump oil and chemicals over our properties, cars, vegetations, create air-turbulances, release fumes, harass us with lights and shadows inside our homes, travel loud noises through our roofs, walls and windows, cause discoloration to our houses, damage our landscapes, damage to peoples' health conditions such as; loss of hearing and deteriorating sleep patterns because of the constant loud noises.

The usage of the airspace is not approved by all in this community and the Enterprises continue to do damage to us without our approvals. The future Contour (2023) has proposed wider expansion that will inflict even more damages. We have the airspace that the Enterprises do need. "No one can stop the progress". Everyone has benefits of the air transport. To use the airspace, the flying jets need the land underneath the flying zone, specifically under Contour 65 DNL (EIS). Let's be Fair, choose the right solution to the problem by reaching a mutual agreement for the benefit of all.

Sincerely concerned and affected citizen.
L. L.
Under Contour [65 DNL](#)
[Dania Beach, 33312](#)

Sent from my iPhone to my iPhone

COMMENT

RESPONSE

P-79-1 Dear Kathleen Iturralde,

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

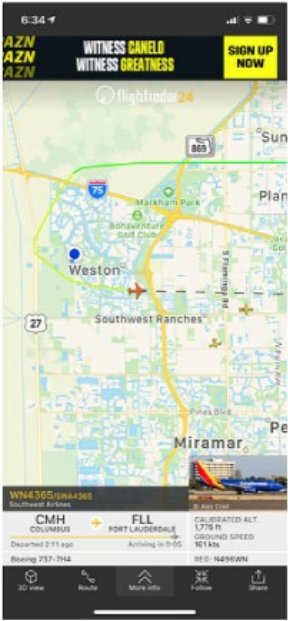
Please see the following topic specific responses that apply to your comments.

- 2-1: Arrivals
- 2-3: East Flow
- 2-7: Aircraft Altitude
- 4-3: Quality of Life

From: kathleen.iturralde <katiturralde@gmail.com>
Sent: Wednesday, April 21, 2021 7:21 PM
To: RSV@garthsolutions.com
Subject: Noise mitigation for the City of Weston

Kathleen Iturralde
2422 Deer Creek Road
Weston, FL 33327

Flights are consistently cleared by MIA for visual arrivals. Weston is 15 miles from the runway and the flights should be at or above 3,500 ft altitude to coexist with a community of residents. The flights are often below 2,000 ft altitude at high speeds racing to the runway. The noise decibels are incompatible with peaceful enjoyment inside or outside my home. The altitudes are below 2,000 ft on completely clear days and nights.
Coexisting is possible if FLL, BCAD & the FAA was a good steward



P-79-1

	COMMENT	RESPONSE
P-80-1	<p>Dear Richard Grant,</p> <p>Thank you for submitting your comments regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study.</p> <p>Please see the following topic specific responses that apply to your comments.</p> <ul style="list-style-type: none"> ● 2-1: Arrivals ● 2-3: East Flow ● 2-6: Frequency of Operations ● 2-7: Aircraft Altitude ● 2-11: Mandatory Runway Closures/Operational Curfews ● 3-1: NCP Recommendations ● 3-2: Recommended Noise Abatement Management Measures ● 3-7: Modify Aircraft Operations ● 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L ● 4-3: Quality of Life ● 4-6: Vibration 	

Richard Grant
2489 Eagle Run Drive
Weston, FL 33327

23rd April, 2021

Broward County Aviation Department
Attn: Noise Office - FLL Part 150 Study
c/o Winston Cannicle
320 Terminal Drive, Suite 200
Fort Lauderdale, FL 33315

Dear Mr Cannicle and to whom it may concern,

Approximately 30 years ago I moved to a new beautiful house in Forest Ridge Davie Florida. Unfortunately, by the first weekend after closing I realized that the choice of neighborhood was a very bad mistake in terms of location . Such was the case as it was in the crosshairs for aircraft approaches into the FLL airport from the West. The noise was deafening and I can still recall items on my wall unit shelves vibrating as planes passed overhead. Even to watch television and carry a conversation was uncomfortable. Sleeping was a nightmare. Almost immediately I knew that house was going to be only a temporary residence as the aircraft routes were preexisting and there was nothing I could do to change them. I had only myself to blame. Within that very same year my family and I started to make plans to move again.

It was in 1998 that we moved to Weston Florida. Surely this time I did my due diligence in terms of research as I was especially concerned about the overhead aircraft traffic noise and fearing a repeat. At that time FLL had only one runway and no known plans for expansion which would adversely affect the serenity of the neighborhood. I also learnt that aircraft traffic from the east travelling to the west in preparation for an eastbound landing approach would make their turn approximately over the I75/595 intersection while following as best as possible, the commercial landscape below. That was the flight path I knew exisisted for the great majority of such approaches and Weston would be rarely affected by aircraft traffic noise. With this in mind I thought Weston was a safe bet as it offered the peace and tranquility that I sought and yet still fairly close to my workplace. Living in Weston was comfortable for quite some time and I fell in love with my serene bubble.

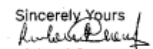
P-80-1

Fast forward and the FLL airport expanded to include numerous additional terminals and a second runway. Naturally aircraft traffic increased and landing patterns changed. Most concerning was noticing that the general location of that I75/595 turning point for approaches to the east was moving further westward and too frequently over Weston. Please keep in mind that 75% of the time winds are from the east. Currently many planes are travelling at low altitudes over Weston where the noise level and frequency are very uncomfortable. At 15 miles west of the FLL airport Weston should not have to be faced with these concerns. It seems that once at a low altitude travelling west the aircraft has to power up to keep altitude as it awaits permission to turn for that eastbound approach into FLL which causes even more noise. Having now lived in Weston for the past 23 years I can unequivocally say that the aircraft traffic noise has definitely increased to levels which has diminished enjoyment both inside and outside of my home. I can understand the desire for a county wanting to expand commerce but certainly due consideration should be offered to their tax paying residents especially those that has had this dilemma forced upon them. Surely, adequate mitigation protocol can be implemented for us to achieve a comfortable coexistence.

Concerning the aircraft traffic noise over Weston I hereby propose the following as solutions:

1. Adhere to the I75/595 turning point when possible
2. Making the turn over the Everglades thereby avoiding Weston when there has to be a later clearance for eastbound approaches
3. Higher altitudes if having to fly over Weston in excess of 2600 feet
4. Gradual descent from higher altitudes where less throttle power is required for safety
5. Consider pm curfews

Please note that quality of life has a value and as such must be respected.

Sincerely Yours

Richard Grant

COMMENT

RESPONSE

P-81-1 Dear Commissioner Byron Jaffe,

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
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations

P-81-1

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1 name, last name, and address for the record.

2 Our first commenter is Byron Jaffe. You may

3 begin your two minutes.

4 MR. JAFFE: Hello there. Good evening. Can

5 you hear me, ma'am?

6 MS. GARTH: Yes, we can. Thank you.

7 MR. JAFFE: Thank you so much. My name is

8 Byron Jaffe. My address is 1500 Sea Bay Road,

9 Weston, Florida 33326.

10 I am currently a city commissioner out here in

11 Weston, and I'm also a member of the SCC for the

12 Fort Lauderdale Part 150 study that I've been part

13 of for the last two-and-a-half years, so first I

14 want to thank everybody for all their participation

15 and our Broward County Aviation Department for

16 bringing this forward for the community. I also

17 want to thank Mr. Gale of the Broward Aviation

18 Department for his fairness and attention to the

19 detail in getting this accomplished.

20 My comments are as follows, as you all know,

21 the City of Weston has had conversations with the

22 Broward County Aviation Department and the Fort

23 Lauderdale and Miami Approach Control concerning

24 the traffic flow and heights of aircraft over the

25 City of Weston. We did have a very good meeting

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P-81-1

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Page 11

1 where the associated administrator for the FAA came
 2 out to the City of Weston in 2019 and met with
 3 about a hundred residents to discuss options to
 4 mitigate the noise arrival routes over the City of
 5 Weston, and they were incorporated in the draft
 6 report of the NCP on page 2-13, where this measure,
 7 it says here, will seek to continue FAA's recent
 8 actions to keep aircraft higher on approach to Fort
 9 Lauderdale and evaluate new methods; and the Table
 10 2-5 does show the benefits, the rationale, the
 11 responsible parties, and the estimated costs to all
 12 interested parties to mitigate additional noise
 13 over the City of Weston.

14 So I'm asking this evening for the -- on page
 15 2-14, the conclusions for noise abatement number
 16 five, modify aircraft arrival profile for the rest
 17 of Fort Lauderdale --

18 MS. GARTH: Ten seconds remaining.

19 MR. JAFFE: Okay. I am on the SCC, so I would
 20 like an additional time. If you want to put me
 21 back in the queue, I'll be more than happy to do
 22 that if there is other speakers.

23 MS. GARTH: Thank you, Commissioner Jaffe.

24 MR. JAFFE: Okay. Can I go back in the queue,
 25 then?

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Page 12

1 MS. GARTH: We are restricted to the
 2 two-minute mark, and we'll respectfully ask you to
 3 submit your comments -- your additional comments in
 4 writing.

5 MR. JAFFE: Okay. Thank you.

6 MS. GARTH: Thank you, Commissioner. Thank
 7 you for understanding.

8 MR. JAFFE: Thank you, ma'am.

9 MS. GARTH: Again, we do -- we are restricting
 10 the comments to two minutes and respectfully ask
 11 you to adhere to the two-minute mark. Thank you
 12 for your patience.

13 We do have our next speaker, and I will ask
 14 for your forgiveness in advance if I mispronounce
 15 your name. Again, please state your name and
 16 address for the record.

17 I have Richard Cahoon.

18 MR. CAHOON: That's correct. Can you hear me?

19 MS. GARTH: Yes, I can. Thank you so much.

20 MR. CAHOON: Yes. Richard Cahoon 2460 Cat Cay
 21 Lane, Fort Lauderdale. I'm in the Lauderdale Isles
 22 neighborhood, and we are just north of the airport
 23 and just west of the airport, and we have
 24 experienced tremendous noise since the south runway
 25 was put in.

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COMMENT

RESPONSE

P-82-1 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.

- 1-1: DNL (Use of the DNL Metric)
- 1-2: AEDT/Noise Exposure Map Methodology
- 1-5: Noise Measurements Rather than DNL/Modeling
- 2-2: Departures
- 2-4: West Flow
- 3-2: Recommended Noise Abatement Management Measures

P-82-1

Page 12

1 MS. GARTH: We are restricted to the

2 two-minute mark, and we'll respectfully ask you to

3 submit your comments -- your additional comments in

4 writing.

5 MR. JAFFE: Okay. Thank you.

6 MS. GARTH: Thank you, Commissioner. Thank

7 you for understanding.

8 MR. JAFFE: Thank you, ma'am.

9 MS. GARTH: Again, we do -- we are restricting

10 the comments to two minutes and respectfully ask

11 you to adhere to the two-minute mark. Thank you

12 for your patience.

13 We do have our next speaker, and I will ask

14 for your forgiveness in advance if I mispronounce

15 your name. Again, please state your name and

16 address for the record.

17 I have Richard Cahoon.

18 MR. CAHOON: That's correct. Can you hear me?

19 MS. GARTH: Yes, I can. Thank you so much.

20 MR. CAHOON: Yes. Richard Cahoon 2460 Cat Cay

21 Lane, Fort Lauderdale. I'm in the Lauderdale Isles

22 neighborhood, and we are just north of the airport

23 and just west of the airport, and we have

24 experienced tremendous noise since the south runway

25 was put in.

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P-82-1

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1 At that time, the FAA started turning planes
 2 when they are west -- when -- for west departures,
 3 they, instead of going straight out, runway
 4 headings to the west, like they always did for
 5 decades, the FAA, in its wisdom, decided to turn
 6 planes over our houses, which they've done for the
 7 last four years.

8 When we complained, they said, Oh, I'm sorry,
 9 we can't change flight patterns until we do a Part
 10 150.

11 Well, guess what, they didn't do a Part 150.
 12 They just arbitrarily changed the flight patterns.

13 So then they wanted us to wait four years for
 14 this Part 150 to come out, and we didn't find out
 15 until way into the study that the FAA has this
 16 bizarre method of measuring noise, which says that
 17 it's an annual average. When the winds are from
 18 the east for 80 percent of the time and from the
 19 west 20 percent of the time, planes travel to the
 20 west for 20 percent of the time, giving us
 21 horrendous noise. When that's averaged with zero
 22 for the 80 percent of the time, the FAA considers
 23 that zero noise. I think that's baloney, and I
 24 think the FAA was disingenuous in making us wait
 25 four years for this nonsense.

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Page 14

1 Thank you.

2 MS. GARTH: Thank you, Mr. Cahoon.

3 Our next commenter is Hallie Pasternack. I
 4 believe you are muted.

5 MS. PASTERNAK: Hi, my name is Hallie
 6 Pasternack. My address is -- can everybody hear
 7 me, first of all? Sorry about that.

8 MS. GARTH: Yes, we can. Thank you.

9 MS. PASTERNAK: Okay. Great. Yep.

10 My address is 2535 Royal Palm Way in Weston.
 11 I'm a Weston resident, obviously, and over the past
 12 few years the amount of air traffic and the height
 13 of the airplanes, the altitude is becoming more and
 14 more unbearable.

15 We actually had a reprieve during the Covid
 16 crisis that, obviously, we are still in; but we,
 17 actually, have started to see an increase again,
 18 now that flight travel has been a little bit busier
 19 and, you know, it's, like I said, unbearable.

20 It's to the point that you are outside of your
 21 own home. You could be sitting outside. You could
 22 be getting your mail. You could be getting out of
 23 your car, and these planes are just incredibly,
 24 incredibly low. We hear it. It shakes your house
 25 when you are inside it. In a room where there is

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COMMENT

RESPONSE

P-83-1 Dear Hallie Pasternack,

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
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-6: Vibration

P-83-1

Page 14

1 Thank you.

2 MS. GARTH: Thank you, Mr. Cahoon.

3 Our next commenter is Hallie Pasternack. I

4 believe you are muted.

5 MS. PASTERNAK: Hi, my name is Hallie

6 Pasternack. My address is -- can everybody hear

7 me, first of all? Sorry about that.

8 MS. GARTH: Yes, we can. Thank you.

9 MS. PASTERNAK: Okay. Great. Yep.

10 My address is 2535 Royal Palm Way in Weston.

11 I'm a Weston resident, obviously, and over the past

12 few years the amount of air traffic and the height

13 of the airplanes, the altitude is becoming more and

14 more unbearable.

15 We actually had a reprieve during the Covid

16 crisis that, obviously, we are still in; but we,

17 actually, have started to see an increase again,

18 now that flight travel has been a little bit busier

19 and, you know, it's, like I said, unbearable.

20 It's to the point that you are outside of your

21 own home. You could be sitting outside. You could

22 be getting your mail. You could be getting out of

23 your car, and these planes are just incredibly,

24 incredibly low. We hear it. It shakes your house

25 when you are inside it. In a room where there is

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no windows, an interior room, you can actually feel the vibrations of the airplanes that fly so low.

We have used some of the apps that were recommended to us to check the altitude of the planes that are overhead and there are so many planes -- and we do report this to, you know, the Broward County link and the app that we were given to report these to; but they are just, basically, I mean, under 2,000 feet altitude, 1,800 feet. I mean, our neighbors, everybody that we've discussed this with, we are all, you know, finding the same thing.

We would really appreciate if something could be done so that the planes are not turning directly over Weston when they are either coming from the north and -- sorry, coming south over like the 595 area, if they can cut their turns a little bit farther east, so that we are not having to contend with this. We are pretty far away from the airport, although it feels like it would be the airport right next to us.

Thank you.

MS. GARTH: Thank you for your comments.

At this time, I'll just remind everyone you can -- if you wish to speak, please use the

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COMMENT

RESPONSE

P-84-1 Dear Kathleen Iturralde,

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
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life
- 4-4: Health Effects of Noise
- 4-6: Vibration

P-84-1

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1 raise-your-hand feature at the bottom of your
 2 screen, or you can use "star 9."
 3 We do have another commenter, and, again,
 4 please forgive me if I mispronounce your name,
 5 Ms. Kathleen Iturralde. You are on mute. Please
 6 unmute your line.
 7 MS. ITURRALDE: There we go. I see.
 8 Okay. Yes, your pronunciation was perfect.
 9 Thank you.
 10 MS. GARTH: Thank you. Your two minutes.
 11 MS. ITURRALDE: Yes. My name is Kathleen
 12 Iturralde. I live at 2422 Deer Creek Road, and
 13 that's in Weston, Florida. I, too, have witnessed
 14 with the second runway, even though Weston was here
 15 before you put in the second runway, that the
 16 flights are coming in well below 2,000 feet.
 17 I believe we're at about 15 miles from the
 18 airport, so you don't anticipate, when you purchase
 19 out here at a master plan community, that you are
 20 going to sound like you are on the runway
 21 sometimes. It seems as if some of the -- some of
 22 the airlines, that they are trying to race to the
 23 runway, because they are coming in at over 200
 24 miles per hour, or however you say it, at below --
 25 sometimes below 1,800, 1,600 feet altitude.

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COMMENT

COMMENT

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1 The house shakes inside and out. We can feel
2 the windows rattling. We've noticed a lot more
3 cracks on our home, so we know that this constant
4 vibration and this noise and this low altitude is
5 affecting, you know, the integrity of our home.

6 It certainly is interfering with our peaceful
7 enjoyment inside, as well as outside of the house.
8 The decibels are quite loud. Sometimes it wakes us
9 up at night, and this was not what we anticipated,
10 moving so far from the airport, to sound like we
11 are living, you know, next to the airport.

12 If you entertain outside, it's very hard to
13 hear when the height -- when there is the height of
14 traffic. I believe that the aircraft are being
15 cleared for visual approaches from MIA, and even
16 though it's a clear day, they should be coming in
17 with instruments over, you know, 3,000 feet, we see
18 them very low, and I find it unacceptable.

19 I think we can coexist with commerce and with
20 the airport with a little bit of consideration and
21 with some good neighborly altitude restrictions
22 that they have to adhere for. Instead of this
23 saying of "we'll try," I think there should be a --
24 there should be a mandate that they have to be over
25 a certain altitude over residential sections for

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1 the peaceful enjoyment of our community.

2 Thank you.

3 MS. GARTH: Thank you. Thank you for your
4 comments.

5 Our next commenter is Fred Burton.

6 Mr. Burton, you are on mute.

7 MR. BURTON: Hi. Can you hear me now?

8 MS. GARTH: Yes, we can. Thank you.

9 MR. BURTON: Great. Thank you.

10 My name is Fred Burton. I live in Weston, and
11 I'm commenting this evening because I'm extremely
12 frustrated by the low-flying planes over our home.

13 We pay property taxes, and we live here, and
14 we are trying to be good neighbors with the
15 airport. We recognize the tourism industry and the
16 benefit of the airport, but we feel very slighted
17 by this whole process. It feels as if the Weston
18 area is outside this DNL contour, which is somewhat
19 arbitrary, and yet we still have issues.

20 We feel that the study, which is an average
21 over 24-hour periods was largely done during Covid
22 when there weren't a lot of planes.

23 Weston is approximately 15 miles from the Fort
24 Lauderdale airport, and oftentimes, as others have
25 mentioned, there is planes under 2,000 feet,

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COMMENT

RESPONSE

P-85-1 Dear Fred Burton,

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.

- 1-3: Noise Modeling Data
- 2-1: Arrivals
- 2-3: East Flow
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations

P-85-1

Page 18

1 the peaceful enjoyment of our community.

2 Thank you.

3 MS. GARTH: Thank you. Thank you for your

4 comments.

5 Our next commenter is Fred Burton.

6 Mr. Burton, you are on mute.

7 MR. BURTON: Hi. Can you hear me now?

8 MS. GARTH: Yes, we can. Thank you.

9 MR. BURTON: Great. Thank you.

10 My name is Fred Burton. I live in Weston, and

11 I'm commenting this evening because I'm extremely

12 frustrated by the low-flying planes over our home.

13 We pay property taxes, and we live here, and

14 we are trying to be good neighbors with the

15 airport. We recognize the tourism industry and the

16 benefit of the airport, but we feel very slighted

17 by this whole process. It feels as if the Weston

18 area is outside this DNL contour, which is somewhat

19 arbitrary, and yet we still have issues.

20 We feel that the study, which is an average

21 over 24-hour periods was largely done during Covid

22 when there weren't a lot of planes.

23 Weston is approximately 15 miles from the Fort

24 Lauderdale airport, and oftentimes, as others have

25 mentioned, there is planes under 2,000 feet,

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1 oftentimes between 1,500 and 1,800 feet, and we've
 2 done the calculations for the glide slopes and
 3 everything else; there is no reason why they
 4 shouldn't be higher up from there.

5 The other thing is that I feel that the
 6 residents should not have to become experts in this
 7 subject matter. For example, the last meeting that
 8 we just listened to, there were plenty of
 9 references to multiple other documents, as well as
 10 a 450-page noise policy from the FAA. We shouldn't
 11 have to deal with this. Our elected officials
 12 should be representing us properly.

13 We looked at the study that you guys have
 14 done, and although it is mentioned of having planes
 15 higher in the Weston area and out west, there is
 16 nothing substantial to permanently solve this
 17 problem in the study, only that it was a
 18 recommendation.

19 Therefore, we would appreciate, and we would
 20 support all of this, if we could get some sort of
 21 permanent solution and permanent help with this,
 22 whether it be making some mandatory height minimums
 23 over the City of Weston, perhaps turning over the
 24 Everglades --

25 MS. GARTH: (Unintelligible) ten seconds,

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1 please.

2 MR. BURTON: -- or turning over I-75 or some
 3 other help in order to help Weston.

4 Thank you.

5 MS. GARTH: Thank you so much for your
 6 comments.

7 As a reminder, you may use the raise-your-hand
 8 feature at the bottom of your screen or press
 9 "star 9."

10 Additionally, if you prefer to make your --
 11 submit your formal comments in writing, you can
 12 submit your comment by email to
 13 FLLPart150Study@GarthSolutions.com or on the study
 14 website at FLL dot -- FLLPart150.com/comments.

15 And also, as a friendly reminder, we did
 16 accept video testimonials in advance, and if you
 17 did submit a video testimonial, we will be playing
 18 them shortly, and that is in lieu of your live
 19 comment today. All comments verbal live tonight or
 20 previously submitted by video will be weighted in
 21 the final NCP report equally.

22 Okay. Are there any additional comments at
 23 this time?

24 At this time, there are no further requests to
 25 comment live -- I'm sorry, there we are. Okay.

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COMMENT

RESPONSE

P-86-1 Dear Gregory 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.

- 2-2: Departures
- 2-3: East Flow
- 2-4: West Flow
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 3-7: Modify Aircraft Operations
- 4-3: Quality of Life

P-86-1

Page 21

1 Good.

2 We do have one additional -- one additional

3 commenter, Mr. Gregory Sanders, two minutes to

4 submit your comment, please.

5 MR. SANDERS: Yes, I live at 8343 North Lake

6 Forest Drive, Davie, Florida. Can you hear me?

7 MS. GARTH: Yes, we can. Thank you.

8 MR. SANDERS: Okay. Thank you.

9 And it's approximately at 36th Street and

10 University in the City of Davie, and I use Flight

11 Aware quite -- quite often to look at the height of

12 the planes when they go over my house. They are

13 coming over my house at approximately between 12-

14 and 1300 feet above -- above my house, according to

15 Flight Aware, and it certainly causes us not to

16 even be able to hold a conversation. We have to

17 stop if we are in our yard or out in the front

18 talking to -- to -- to our neighbors.

19 So we are right on the flight path, and

20 although we don't meet the -- the DNL requirements,

21 it's certainly affects us far more than it does the

22 folks in Weston or Plan -- Plantation.

23 Specifically, the part of the recommendations

24 that really make it difficult for us is the idea of

25 adopting the plan where the planes are not able to

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1 veer to the north as they take off. Those are our
 2 best days. We put up with about 90 percent of the
 3 air traffic going over our home, day in, day out.
 4 That 20 percent of the time when the planes are
 5 taking off to the west and they are going to the
 6 north is about the only time we get mitigation and
 7 that we can actually enjoy our being in our yard.

8 And I have lived in Weston, and I've lived in
 9 Davie, and let me tell you, it's a world of
 10 difference over here at University; and I've been
 11 here 18 years, so I've seen the airport traffic
 12 increase since I purchased here, and it's become
 13 unbearable, and it's the one good part of the Covid
 14 epidemic.

15 Thank you.

16 MS. GARTH: Thank you so much for your
 17 comments, Mr. Sanders.

18 Mr. Henry Mead, you have two minutes to submit
 19 your comments.

20 Mr. Mead, you are on mute.

21 MR. MEAD: Thank you. Can you hear me?

22 MS. GARTH: Yes, we can. Thank you.

23 MR. MEAD: Thank you. I appreciate that.

24 My name is Commissioner Henry Mead. I live in
 25 Weston.

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COMMENT

RESPONSE

P-87-1 Dear Commissioner Henry Mead,

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
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-2: Recommended Noise Abatement Management Measures
- 4-3: Quality of Life
- 4-6: Vibration

P-87-1

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1 You've had a good cross section tonight of
 2 residents from Weston. They've been from different
 3 parts of the community, so it isn't just one area
 4 that is affected; it's the whole city, and it's
 5 quite a large city.

6 Many people have told you that they have had
 7 airplanes come in at 13-, 14-, 1500 feet. Again,
 8 we are many, many miles from the airport. There
 9 really isn't a need, under normal conditions, for a
 10 plane to come in that low.

11 Trying to carry on a conversation outside
 12 means that it will be interrupted every time a
 13 plane comes over. Every time a plane flies
 14 overhead, it drowns out whatever you're saying.
 15 Not to mention, the windows can rattle. It is
 16 quite a serious problem. I can -- I cannot
 17 understand why the Weston residents need to have
 18 planes coming in this low.

19 We recognize the economic driver the airport
 20 is, but we also feel that there can be
 21 compatibility, that there needs to be a living
 22 condition between the airplanes that are coming in
 23 and the residents of Weston.

24 Thank you. I appreciate your time.

25 MS. GARTH: Thank you, Commissioner Mead.

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COMMENT

RESPONSE

P-88-1 Dear Javier Figueroa,

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: Early Morning and Nighttime Operations
- 2-6: Frequency of Operations

P-88-1

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1 We'll give a few minutes, if there are any
 2 additional attendees that would like to speak.
 3 Again, please use the raise-your-hand feature at
 4 the bottom of your screen or press "star 9."
 5 Okay. I'm not seeing any hands raised.
 6 At this time, we will proceed with playing the
 7 video testimonials, but we will come back after the
 8 video testimonials and give any additional
 9 attendees a chance to comment at that time, as
 10 well. So at this time -- there you go. Thank you.
 11 (The video titled "Submission 1: Javier
 12 Figueroa" was played for the record.)
 13 MR. FIGUEROA: So I want you guys to hear this
 14 Spirit airplane that's about to go by my house.
 15 You can see it right there. That's my house.
 16 That's the airplane. It's coming right at us,
 17 right here. You can probably see it in the
 18 background.
 19 Okay. Hear that?
 20 Right there. Super low. Okay? Right there.
 21 Every five to ten minutes there is an airplane like
 22 that going by my house.
 23 I live on -- west of the Vista View Park.
 24 Basically, that plane is going east, and -- in a
 25 community called River Stone, and we get an

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1 airplane like that every five to ten minutes all
2 day, even in the middle of the night, it could be
3 two in the morning, five in the morning, especially
4 around that time.

5 So, yeah, it's pretty bad.

6 (The video was completed.)

7 (The video titled "Submission 2: Amy" was
8 played for the record.)

9 (The video was completed.)

10 (The video titled "Submission 3: Michael
11 Friend" was played for the record.)

12 MR. FRIEND: Every few moments a plane courses
13 over our house. (Inaudible) north side of I-95.
14 That's a quite high plane. Normally they are much
15 lower, and they elicit a louder house-shaking
16 sound.

17 The second runway is just a little bit south
18 of us, and it also produces noise concerns on a
19 routine basis.

20 Please consider extending and caring for the
21 noise violations occurred or incurred to us from
22 the expansion of the Fort Lauderdale-Hollywood
23 International Airport.

24 Thank you.

25 (The video was completed.)

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COMMENT

RESPONSE

P-89-1

Dear Amy,

Thank you for submitting a video regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Your video included an aircraft flying and no additional comments.

Please see the following topic specific response that applies to your video submittal.

- 3-5: Existing/General Noise Complaints

P-89-1

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1 airplane like that every five to ten minutes all
 2 day, even in the middle of the night, it could be
 3 two in the morning, five in the morning, especially
 4 around that time.
 5 So, yeah, it's pretty bad.
 6 (The video was completed.)
 7 (The video titled "Submission 2: Amy" was
 8 played for the record.)
 9 (The video was completed.)
 10 (The video titled "Submission 3: Michael
 11 Friend" was played for the record.)
 12 MR. FRIEND: Every few moments a plane courses
 13 over our house. (Inaudible) north side of I-95.
 14 That's a quite high plane. Normally they are much
 15 lower, and they elicit a louder house-shaking
 16 sound.
 17 The second runway is just a little bit south
 18 of us, and it also produces noise concerns on a
 19 routine basis.
 20 Please consider extending and caring for the
 21 noise violations occurred or incurred to us from
 22 the expansion of the Fort Lauderdale-Hollywood
 23 International Airport.
 24 Thank you.
 25 (The video was completed.)

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COMMENT

RESPONSE

P-90-1

Dear Michael Friend,

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.

- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 3-1: NCP Recommendations
- 3-5: Existing/General Noise Complaints
- 4-6: Vibration

P-90-1

Page 25

1 airplane like that every five to ten minutes all
2 day, even in the middle of the night, it could be
3 two in the morning, five in the morning, especially
4 around that time.

5 So, yeah, it's pretty bad.

6 (The video was completed.)

7 (The video titled "Submission 2: Amy" was
8 played for the record.)

9 (The video was completed.)

10 (The video titled "Submission 3: Michael
11 Friend" was played for the record.)

12 MR. FRIEND: Every few moments a plane courses
13 over our house. (Inaudible) north side of I-95.
14 That's a quite high plane. Normally they are much
15 lower, and they elicit a louder house-shaking
16 sound.

17 The second runway is just a little bit south
18 of us, and it also produces noise concerns on a
19 routine basis.

20 Please consider extending and caring for the
21 noise violations occurred or incurred to us from
22 the expansion of the Fort Lauderdale-Hollywood
23 International Airport.

24 Thank you.

25 (The video was completed.)

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COMMENT

RESPONSE

P-91-1 Dear Michelle Papa,

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: Early Morning and Nighttime Operations
- 2-6: Frequency of Operations
- 3-1: NCP Recommendations
- 3-5: Existing/General Noise Complaints
- 4-3: Quality of Life
- 4-4: Health Effects of Noise

P-91-1

Page 26

1

(The video titled "Submission 4: Michelle

2

Papa" was played for the record.)

3

MS. PAPA: Hi. My name is Michelle Papa. I

4

am a resident in Forest Ridge off of Pine Island,

5

and ever since I moved in here, the amount of noise

6

we get from planes has progressively increased.

7

I have two small kids, and basically it has

8

affected bedtimes, our sleep schedule. We wake up

9

in the middle of the night hearing planes, which is

10

going over us as we record this. It's just every

11

five minutes in the house, we are always hearing a

12

plane going over us, and it would just be wonderful

13

if you could do anything to help.

14

So I really appreciate your time. Thank you

15

so much.

16

(The video was completed.)

17

(The video titled "Submission 5: Dawn Hanna"

18

was played for the record.)

19

MS. HANNA: Good morning. It's Dawn from

20

Whale Harbor Lane. I can't even hear myself think.

21

It's a good thing there is no noise here.

22

Thanks you for that study, FAA. We appreciate

23

you here in Lauderdale Isles. Bye.

24

(The video was completed.)

25

(The video titled "Submission 6: Earl Prizlee"

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COMMENT

RESPONSE

P-92-1 Dear Dawn Hanna,

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.

- 3-5: Existing/General Noise Complaints
- 4-3: Quality of Life

P-92-1

Page 26

1 (The video titled "Submission 4: Michelle

2 Papa" was played for the record.)

3 MS. PAPA: Hi. My name is Michelle Papa. I

4 am a resident in Forest Ridge off of Pine Island,

5 and ever since I moved in here, the amount of noise

6 we get from planes has progressively increased.

7 I have two small kids, and basically it has

8 affected bedtimes, our sleep schedule. We wake up

9 in the middle of the night hearing planes, which is

10 going over us as we record this. It's just every

11 five minutes in the house, we are always hearing a

12 plane going over us, and it would just be wonderful

13 if you could do anything to help.

14 So I really appreciate your time. Thank you

15 so much.

16 (The video was completed.)

17 (The video titled "Submission 5: Dawn Hanna"

18 was played for the record.)

19 MS. HANNA: Good morning. It's Dawn from

20 Whale Harbor Lane. I can't even hear myself think.

21 It's a good thing there is no noise here.

22 Thanks you for that study, FAA. We appreciate

23 you here in Lauderdale Isles. Bye.

24 (The video was completed.)

25 (The video titled "Submission 6: Earl Prizlee"

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Page 26

1 (The video titled "Submission 4: Michelle
2 Papa" was played for the record.)
3 MS. PAPA: Hi. My name is Michelle Papa. I
4 am a resident in Forest Ridge off of Pine Island,
5 and ever since I moved in here, the amount of noise
6 we get from planes has progressively increased.
7 I have two small kids, and basically it has
8 affected bedtimes, our sleep schedule. We wake up
9 in the middle of the night hearing planes, which is
10 going over us as we record this. It's just every
11 five minutes in the house, we are always hearing a
12 plane going over us, and it would just be wonderful
13 if you could do anything to help.
14 So I really appreciate your time. Thank you
15 so much.
16 (The video was completed.)
17 (The video titled "Submission 5: Dawn Hanna"
18 was played for the record.)
19 MS. HANNA: Good morning. It's Dawn from
20 Whale Harbor Lane. I can't even hear myself think.
21 It's a good thing there is no noise here.
22 Thanks you for that study, FAA. We appreciate
23 you here in Lauderdale Isles. Bye.
24 (The video was completed.)
25 (The video titled "Submission 6: Earl Prizlee"

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COMMENT

RESPONSE

P-93-1 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.

- 3-1: NCP Recommendations
- 3-5: Existing/General Noise Complaints
- 4-3: Quality of Life

P-93-1

Page 27

1 was played for the record.)

2 MR. PRIZLEE: -- Isles during the day in my

3 backyard. I would (inaudible) here. (Inaudible.)

4 I think I (inaudible). It doesn't seem quiet in

5 the backyard anymore. Please help us out. Part

6 150 did not work.

7 (The video was completed.)

8 (The video titled "Submission 7: Diana

9 Steeger" was played for the record.)

10 UNIDENTIFIED SPEAKER: -- on the news now.

11 UNIDENTIFIED SPEAKER: (Inaudible.)

12 (Multiple inaudible speakers.)

13 UNIDENTIFIED SPEAKER: But I will tell you

14 this --

15 UNIDENTIFIED SPEAKER: What? (Inaudible) --

16 (Multiple inaudible speakers.)

17 UNIDENTIFIED SPEAKER: -- when they do the air

18 shows (inaudible) following them around --

19 (The video was completed.)

20 (The video titled "Submission 8: Richard Katz"

21 was played for the record.)

22 UNIDENTIFIED SPEAKER: Sunday morning, this

23 has been going on since before 7 o'clock a.m.

24 Sunday morning.

25 (The video was completed.)

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COMMENT

RESPONSE

P-94-1

Dear Diana Steeger,

Thank you for submitting your video regarding the Fort Lauderdale-Hollywood International Airport 14 CFR Part 150 Study. Your video included an aircraft flying and no audible comments.

Please see the following topic specific response that applies to your video submittal.

- 3-5: Existing/General Noise Complaints

P-94-1

Page 27

1 was played for the record.)

2 MR. PRIZLEE: -- Isles during the day in my

3 backyard. I would (inaudible) here. (Inaudible.)

4 I think I (inaudible). It doesn't seem quiet in

5 the backyard anymore. Please help us out. Part

6 150 did not work.

7 (The video was completed.)

8 (The video titled "Submission 7: Diana

9 Steeger" was played for the record.)

10 UNIDENTIFIED SPEAKER: -- on the news now.

11 UNIDENTIFIED SPEAKER: (Inaudible.)

12 (Multiple inaudible speakers.)

13 UNIDENTIFIED SPEAKER: But I will tell you

14 this --

15 UNIDENTIFIED SPEAKER: What? (Inaudible) --

16 (Multiple inaudible speakers.)

17 UNIDENTIFIED SPEAKER: -- when they do the air

18 shows (inaudible) following them around --

19 (The video was completed.)

20 (The video titled "Submission 8: Richard Katz"

21 was played for the record.)

22 UNIDENTIFIED SPEAKER: Sunday morning, this

23 has been going on since before 7 o'clock a.m.

24 Sunday morning.

25 (The video was completed.)

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COMMENT

RESPONSE

P-95-1 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.

- 1-8: Early Morning and Nighttime Operations
- 2-6: Frequency of Operations
- 3-5: Existing/General Noise Complaints

P-95-1

Page 27

1 was played for the record.)

2 MR. PRIZLEE: -- Isles during the day in my

3 backyard. I would (inaudible) here. (Inaudible.)

4 I think I (inaudible). It doesn't seem quiet in

5 the backyard anymore. Please help us out. Part

6 150 did not work.

7 (The video was completed.)

8 (The video titled "Submission 7: Diana

9 Steeger" was played for the record.)

10 UNIDENTIFIED SPEAKER: -- on the news now.

11 UNIDENTIFIED SPEAKER: (Inaudible.)

12 (Multiple inaudible speakers.)

13 UNIDENTIFIED SPEAKER: But I will tell you

14 this --

15 UNIDENTIFIED SPEAKER: What? (Inaudible) --

16 (Multiple inaudible speakers.)

17 UNIDENTIFIED SPEAKER: -- when they do the air

18 shows (inaudible) following them around --

19 (The video was completed.)

20 (The video titled "Submission 8: Richard Katz"

21 was played for the record.)

22 UNIDENTIFIED SPEAKER: Sunday morning, this

23 has been going on since before 7 o'clock a.m.

24 Sunday morning.

25 (The video was completed.)

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COMMENT

RESPONSE

P-96-1

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.

- 3-5: Existing/General Noise Complaints
- 4-3: Quality of Life

P-96-1

Page 28

1 (The video titled "Submission 9: Ken Stauch"

2 was played for the record.)

3 MR. STAUCH: What's today's date, that kind of

4 stuff.

5 UNIDENTIFIED SPEAKER: Today -- today is

6 April 16th.

7 MR. STAUCH: The 17th?

8 UNIDENTIFIED SPEAKER: 17th, the 17th,

9 whatever date this is. (Inaudible) standing

10 outside in my backyard (inaudible) planes goes

11 over. (Inaudible) that a plane goes over --

12 (The video was completed.)

13 (The video titled "Submission 10: Geoff Rames"

14 was played for the record.)

15 MR. RAMES: We've shown this graphic many

16 times. It shows the 65 DNL contours where the Part

17 150 study says there is objectionable airport

18 noise, and it shows where the airport noise

19 complaints come from. The airport noise complaints

20 are the green dots.

21 In 2019, 52,000 noise complaints were filed

22 with Broward County Aviation, 44,000 of the 52,000

23 came from Lauderdale Isles, right here. Noise

24 complaints are not considered as part of the

25 Part 150 study process.

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COMMENT

RESPONSE

P-97-1 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.

- 1-2: AEDT/Noise Exposure Map Methodology
- 1-3: Noise Modeling Data
- 1-4: Part 150 Regulations/FAA Guidelines
- 3-5: Existing/General Noise Complaints
- 4-3: Quality of Life

P-97-1

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1 (The video titled "Submission 9: Ken Stauch"

2 was played for the record.)

3 MR. STAUCH: What's today's date, that kind of

4 stuff.

5 UNIDENTIFIED SPEAKER: Today -- today is

6 April 16th.

7 MR. STAUCH: The 17th?

8 UNIDENTIFIED SPEAKER: 17th, the 17th,

9 whatever date this is. (Inaudible) standing

10 outside in my backyard (inaudible) planes goes

11 over. (Inaudible) that a plane goes over --

12 (The video was completed.)

13 (The video titled "Submission 10: Geoff Rames"

14 was played for the record.)

15 MR. RAMES: We've shown this graphic many

16 times. It shows the 65 DNL contours where the Part

17 150 study says there is objectionable airport

18 noise, and it shows where the airport noise

19 complaints come from. The airport noise complaints

20 are the green dots.

21 In 2019, 52,000 noise complaints were filed

22 with Broward County Aviation, 44,000 of the 52,000

23 came from Lauderdale Isles, right here. Noise

24 complaints are not considered as part of the

25 Part 150 study process.

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1 One of the most dismaying things about this
2 futile study is that no one from the FAA has ever
3 come out to hear airport noise firsthand in
4 Lauderdale Isles. To share what we really go
5 through on days in west winds, several neighbors in
6 the Lauderdale Isles have filed prerecorded video
7 comments created from our backyards on Saturday,
8 April 17th. My video follows. The video speaks
9 for itself.

10 It's Saturday, April 17th, at around
11 12:40 p.m. in Lauderdale Isles. It's a beautiful
12 spring day. I am talking at a normal voice level,
13 and the FAA says we don't have (inaudible).

14 (Inaudible) hear what I just said, so I'll say
15 it again: The Part 150 study has concluded that we
16 don't have an airport noise problem in Lauderdale
17 Isles.

18 (The video was completed.)

19 (The video titled "Submission 11: Donna
20 Peplin" was played for the record.)

21 MS. PEPLIN: Hi. Donna Peplin, 3397 Southwest
22 44th Court, Fort Lauderdale, Florida.

23 I sat on the Part 150 study as a
24 representative of the City of Dania Beach. I want
25 to thank everyone for hearing us and listening to

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COMMENT

RESPONSE

P-98-1 Dear Donna Peplin,

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 Early Morning and Nighttime Operations
- 2-11: Mandatory Runway Closures/Operational Curfews
- 3-9: Mandate Use of the Voluntary User Program for Runway 10R-28L

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1 One of the most dismaying things about this
 2 futile study is that no one from the FAA has ever
 3 come out to hear airport noise firsthand in
 4 Lauderdale Isles. To share what we really go
 5 through on days in west winds, several neighbors in
 6 the Lauderdale Isles have filed prerecorded video
 7 comments created from our backyards on Saturday,
 8 April 17th. My video follows. The video speaks
 9 for itself.

10 It's Saturday, April 17th, at around
 11 12:40 p.m. in Lauderdale Isles. It's a beautiful
 12 spring day. I am talking at a normal voice level,
 13 and the FAA says we don't have (inaudible).

14 (Inaudible) hear what I just said, so I'll say
 15 it again: The Part 150 study has concluded that we
 16 don't have an airport noise problem in Lauderdale
 17 Isles.

18 (The video was completed.)

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1 our suggestions and implementing them in the new
2 Part 150.

3 I definitely strongly, strongly want to
4 emphasize that we would like to see that all
5 flights on the south runway, which is 9R, be
6 limited to during the day only, and that anything
7 after 10:30 at night be redirected over to 9L,
8 which is the north runway. This will allow the
9 community to thrive and grow.

10 The City of Dania would appreciate this very
11 much, and so will the residents.

12 Again, my name is Donna Peplin. Thank you.

13 (The video was completed.)

14 (The video titled "Submission 11: Richard
15 Cahoon" was played for the record.)

16 MR. CAHOON: The FAA in its Part 150 study for
17 the Fort Lauderdale Airport claims that there is no
18 measurable airport noise, and I -- I beg to differ,
19 because it's really hard for me to hear myself talk
20 right now, let alone listen to the conversation of
21 anyone else I am trying to talk to; or even inside
22 the house, it's hard to hear the television. So
23 the FAA's methodology is -- is faulted -- faulty
24 because they dismiss noise that's horrendous like
25 that.

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COMMENT

RESPONSE

P-99-1

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.

- 1-1: DNL (Use of the DNL Metric)
- 1-2: AEDT/Noise Exposure Map Methodology
- 1-3: Noise Modeling Data
- 1-4: Part 150 Regulations/FAA Guidelines
- 1-5: Noise Measurements Rather than DNL/Modeling
- 4-3: Quality of Life

P-99-1

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1 our suggestions and implementing them in the new
2 Part 150.

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4 emphasize that we would like to see that all
5 flights on the south runway, which is 9R, be
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8 which is the north runway. This will allow the
9 community to thrive and grow.

10 The City of Dania would appreciate this very
11 much, and so will the residents.

12 Again, my name is Donna Peplin. Thank you.
13 (The video was completed.)
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16 MR. CAHOON: The FAA in its Part 150 study for
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COMMENT

RESPONSE

P-100-1 Dear Commissioner Mary Molina-Macfie,

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
- 2-6: Frequency of Operations
- 2-7: Aircraft Altitude
- 3-5: Existing/General Noise Complaints
- 4-3: Quality of Life

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(The video was completed.)

MS. GARTH: Okay. That concludes our video testimonials submitted prior to this meeting.

Prior to closing the public hearing, we want to provide one more opportunity for public comment for those that have not previously commented so far. Please use the raise-your-hand feature if you would like to speak, or if you are calling in, please use "star 9."

Okay. We'll just wait a few more moments to give any attendees that have not yet spoken an opportunity to speak.

Okay. We have Ms. Mary Molina-Macfie. You have two minutes to speak. Please state your name for the record and your address.

MS. MOLINA-MACFIE: Hi there. Mary Molina-Macfie, commissioner, City of Weston. My address is 230 Lake View Drive.

As a city commissioner, I can tell you I have had dozens upon dozens upon dozens of complaints regarding noise. I personally, myself, have dealt with noise for the last several years with airplanes, physically to the point that they are so low flying at times that you can see windows. It's shocking.

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1 On several occasions being outside with
2 neighbors or friends, all looking up, can't have a
3 conversation because of the amount of noise that's
4 taking place around us, have to stop, wait until
5 the aircraft has gone far enough so that we can
6 continue with conversation. That's become somewhat
7 of a normal activity at this point, and you have to
8 actually jog yourself back to remembering that this
9 is not or should not be acceptable or commonplace,
10 but we are starting to get used to it, and that's
11 unacceptable.

12 Thank you.

13 MS. GARTH: Thank you, Commissioner, for your
14 comments.

15 We'll wait a few more moments to allow any
16 other attendees to comment. Again, use your
17 raise-your-hand feature at the bottom of your
18 screen or "star 9."

19 Okay. We have -- we are not seeing any
20 additional comments at this time, and having no
21 additional speakers, the public hearing for the
22 Draft 14 CFR Part 150 Noise Compatibility Program
23 is now closed.

24 Thank you very much for joining us for today's
25 public hearing.

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