



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

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April 4, 2023

Mr. Mark Gale
CEO/Director of Aviation
Fort Lauderdale-Hollywood International Airport
2200 SW 45th Street, Suite 101
Dania Beach, Florida 33312

RE: FAA Record of Approval
14 CFR Part 150 Noise Compatibility Program Update
Fort Lauderdale-Hollywood International Airport (FLL)

Dear Mr. Gale:

The Federal Aviation Administration (FAA) has evaluated the Noise Compatibility Program (NCP) Update for the Fort Lauderdale-Hollywood International Airport contained in the Final Noise Compatibility Program Report and related documents submitted to this office under the provisions of the Aviation Safety and Noise Abatement Act of 1979 (ASNA), (49 United States Code [U.S.C.] §47501 *et seq.* (hereinafter referred to as “the Act”)). The recommended NCP Update measures proposed by the Broward County Aviation Department, for FAA action are identified by action element number on pages 2-18, 3-29, and 4-19 of the Final Noise Compatibility Program Report. Each airport NCP developed in accordance with 14 Code of Federal Regulations Part 150 (hereinafter referred to as “Part 150”) is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport operator with respect to which measures should be recommended for action.

I am pleased to inform you that the Regional Airports Division Deputy Director has approved sixteen of the nineteen recommended measures for which the County requested the FAA take action on in the NCP Update. Three recommended noise abatement measures, which were shown to not reduce noncompatible land uses within the 65 dB DNL contour, were disapproved for purposes of Part 150. The basis for FAA’s Approval and Disapproval actions are explained in the enclosed Record of Approval (ROA). The specific FAA action for each NCP measure is also set forth in the ROA. The effective date of this approval is March 30, 2023.

The FAA’s approval or disapproval of each specific measure proposed in the NCP Update was determined by applying approval criteria prescribed in §150.35(b) of Part 150 as follows:

- The NCP Update was developed in accordance with the provisions and procedures of Part 150;
- Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

- Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and
- Program measures relating to the use of flight procedures can be implemented within the period covered by the Program without derogating safety, adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Only measures that meet the approval criteria can be approved and considered for Federal funding eligibility. The FAA will determine which implementation elements of your NCP Update, if any, are eligible for FAA funding in accordance with the AIP Handbook (FAA Order 5100.38D) upon receipt of individual grant applications. FAA approval or disapproval of a measure in the ROA only indicates whether that measure would, if implemented, be consistent with the purposes of Part 150. When a measure is disapproved by the FAA, airport sponsors are encouraged to work with their communities and the FAA, outside of the Part 150 process as necessary, to implement initiatives that provide noise benefits for the surrounding community.

Specific limitations with respect to FAA's approval of an airport NCP Update are delineated in §150.5 of Part 150. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute a commitment by FAA to implement specific noise compatibility measures. FAA approval of some measures may require preparation of an environmental assessment or completion of other regulatory requirements prior to implementation. Further, approval of a plan does not commit FAA to financially assist in the implementation of the program nor are all measures covered by the program necessarily eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants should be submitted to the FAA Airports District Office. Funding eligibility is determined based on the noise exposure level at the time of the funding request.

Sincerely,

Bart Vernace, Manager
Orlando Airports District Office

Enclosure (1)

cc:
APP-400
ASO-610

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM

Fort Lauderdale-Hollywood International Airport (FLL)
Fort Lauderdale, Florida



Patrick J Wells
Deputy Assistant Chief Counsel,
AGC-600

X
CONCUR NONCONCUR
3/27/2023
Date

Jacqueline Evans
Airports Deputy Director
Southern Region

X
APPROVED DISAPPROVED
03/30/2023
Date

RECORD OF APPROVAL
NOISE COMPATIBILITY PROGRAM
FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT (FLL)

INTRODUCTION

The Fort Lauderdale-Hollywood International Airport (FLL), Fort Lauderdale, Florida, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters established in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning*. The updated NCP, and previously accepted NEMs, reflect activity levels and noise exposure levels with the airfield's new configuration in place. The new operating environment includes the expanded and extended Runway 10R-28L, closure and removal of Runway 13-31, taxiway construction and modification, and other associated airfield projects that were essentially completed in 2014 (page 1-12).

Broward County, the airport sponsor, initiated the preparation of an update to the airport's Part 150 Study in 2016. Broward County submitted updated NEMs to FAA on June 24, 2019. After completing reviews, FAA accepted the NEMs on October 3, 2019 and published a notice of the agency's acceptance in the Federal Register on October 11, 2019. The FLL NCP measures were developed subsequent to the initial submission of NEMs for review and approval by FAA. The NCP update was submitted to FAA for review on December 20, 2021. After completing a series of reviews, the FAA accepted the NCP for final review on July 6, 2022. After some additional coordination with Broward County, the FAA published a notice of receipt of the NCP update and request for review in the Federal Register on October 18, 2022. This Federal Register notice initiated FAA's effective start date for the NCP review.

In the updated NCP, Broward County is recommending 19 measures to minimize the impacts of aviation noise to people who live in significantly noise-impacted areas. The recommendations include:

- four (4) Noise Abatement Measures,
- three (3) Corrective (Remedial) Land Use Measures,
- three (3) Preventative (Control) Land Use Measures, and
- nine (9) Program Management Measures.

The recommended measures are summarized in Section 2.0 (Noise Abatement Measures), Section 3.0 (Land Use Management Measures), and Section 4.0 (Program Management Measures), Appendix C, and Appendix D of the NCP. More detailed descriptions and additional information on each measure can be found in Section 2.3 (Noise Abatement Measures), Section 3.3 (Land Use Management Measures), and Section 4.2 (Program Management Measures) of the NCP.

FAA approval listed herein is for the approval of measures that Broward County recommends taking. This approval only indicates that the recommended measures would, if implemented, be consistent with the purposes of 14 CFR Part 150. The approval does not constitute decisions to implement the actions nor does it constitute a commitment by the FAA to provide federal financial assistance to Broward County for the recommended measures. In addition, later decisions concerning possible implementation of the recommended measures may be subject to applicable environmental protection laws and regulations or other procedures or requirements, as applicable. The FAA provided technical advice and assistance to the Sponsor to ensure approved operational elements are feasible (Part 150, §150.23(c)) as of the date of submittal but do not constitute decisions to implement or fund such actions.

This document provides a summary of the Noise Abatement, Land Use, and Program Management measures proposed by Broward County in the NCP update. The summary of the County's recommendations is described as closely as possible to the descriptions provided in the NCP update and are identified by the type and referenced by the page number and/or appropriate sections of the NCP update document. Details for Broward County's recommendations are in Chapters 2, 3, and 4, as well as in Appendices C, D, E, and G of the NCP update document. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations, do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT (OPERATIONAL) MEASURES

1. FLL Noise Abatement Measure 1 (NA-1): Continue Voluntary User Program for Runway 10R-28L (Section 2.2, pages 2-4 through 2-8 and Appendix C-3 and Appendix D, Section D.5)

Description: This measure represents a continuation of the voluntary runway use program developed to satisfy the 2013 Interlocal Agreement between the City of Dania Beach and Broward County that provides for limited use of Runway 10R-28L between the hours of 10:30 p.m. and 6:00 a.m. (page 2-4).¹ The Voluntary Runway Use Program has been reflected in operational conditions at FLL since the opening of the expanded Runway 10R-28L.

This voluntary runway use measure is intended to improve the noise environment at FLL by reducing overflights of densely populated areas immediately west of the south runway during nighttime hours. The current program is voluntary and reduces use of the Runway 10R-28L at night between the hours of 10:30 p.m. and 6:00 a.m. The program is conditional based on weather, air traffic safety, and efficiency considerations and availability of Runway 10L-28R. Ultimately, runway use remains at the discretion of the

¹ The NCP notes on page 2-5 the Interlocal Agreement was the result of settling all pending litigation between the City of Dania Beach and Broward County related to expansion of the South Runway stemming from the 2008 EIS. The Interlocal Agreement references "limited use" and "Voluntary Night Closure"; however, the informal program implemented at FLL, is voluntary and does not close Runway 10R-28L or otherwise restrict its use.

pilot. The recommended measure would be subject to the same conditions as the current Voluntary Use Program and shall not be in effect during any of the following conditions:

- a. When necessitated by considerations of weather, air traffic safety, or efficiency, as determined by pilots or the Air Traffic Control Tower;
- b. During construction or maintenance work on the airfield or the 10L-28R North Runway or closure of the said North Runway for any other reason; or
- c. The existence of an emergency or safety condition, as declared by the pilot, the Air Traffic Control Tower, or the Airport Aviation Director.

FAA Action: APPROVED AS A VOLUNTARY MEASURE.

The evaluation of the discontinuation of the existing 10R-28L Voluntary Runway Use Program is in Appendix D, Section D.5, pages D-1.9 and D-1.10. Figure D-9 depicts and overlays both the 2023 NEM contours and DNL contours based on discontinuing the existing Voluntary Runway Use Program. Figure D-9 shows a modest reduction in the extent of the DNL 65 contour west of Runway 10L-28R and an increase in the contour west of Runway 10R-28L with the What-If Scenario DNL contours. The area of noncompatible land uses removed from the DNL contour west of Runway 10L-28R is a portion of the Everglades Lakes Mobile Home Park that contains 89 mobile homes (page 2-6). Although the area to the west of Runway 10R-28L was included in the mitigation area identified in the 2008 FEIS and 2008 Record of Decision, the number of noncompatible residential units in this area contour would increase by 95. This includes residential units (42 single family homes and 53 mobile homes) that did not participate in the 2008 FEIS mitigation program. The analysis in Appendix D.5 and Table 2-1 in the NCP show a net increase of six noncompatible residential units if the existing 10R-28L Voluntary Runway Use Program was discontinued. If the 10R-28L Voluntary Runway Use Program is continued, Broward County proposes in Land Use Measure LU-2 (Implement a Voluntary Acquisition Program for a Portion of the Everglades Lakes Mobile Home Park). In summary, Table 2-2 notes that the proposed continuation of the Voluntary Runway Use Program would continue to reduce overflights of densely populated areas located west of Runway 10R and would reduce noise exposure during nighttime hours over this area. When compared to discontinuing this measure, the Sponsor states in Table 2-2 that this measure would reduce total noncompatible land uses within the DNL 65 contour by six units.

- 2. FLL Noise Abatement Measure 2 (NA-2): Reduce Early Aircraft Departure Turns from FLL through Implementation of ELSO or ELSO-Equivalent Procedures During West-Flow Conditions** (Section 2.2, pages 2-8 through 2-11, Table 2-3, Table 2-6)

Description: This measure would address community concerns regarding aircraft making early northward turns when departing on Runway 28R during west-flow conditions. To minimize overflights of these neighborhoods and maximize use of compatible land

use corridors in proximity to the airport, Broward County has requested that the FAA implement an Equivalent Lateral Spacing Operations (ELSO), or equivalent procedures to: 1) reduce departure path divergence for Runway 28R and 2) keep aircraft over compatible land use corridors to the greatest extent possible without reducing aircraft safety or airport capacity. The County notes that ELSO uses Area Navigation (RNAV) departure procedures, which enable aircraft to track a more precise flight path and reduce the lateral spacing between other departing aircraft, as depicted on Figure 2-1. The County notes that the application of ELSO or ELSO-equivalent procedures may allow for the divergence to be reduced from 15 degrees to 10 degrees or even less.

FAA Action: DISAPPROVED FOR PURPOSES OF PART 150

Broward County states that Noise Abatement Measure NA-2 would not reduce noncompatible land uses within the 65 dB DNL contour (page 2-10, Table 2-3, and Appendix D.2). As such, the proposed noise abatement measure does not meet the standard for approval in accordance with 14 CFR Part 150.33(2) and 150.35. A future update to the NCP demonstrating reductions of non-compatible land use within the 65 dB DNL contour may result in the FAA reconsidering the decision for this measure.

The FAA recognizes the objective of Broward County and local communities to also reduce aircraft noise annoyance in areas outside of the DNL 65 contour where land uses were determined, under Part 150, to be compatible with aircraft noise. Disapproval of this noise abatement measure for purposes of Part 150 does not prevent Broward County from pursuing further implementation of this measure with FAA outside of the Part 150 process.

3. FLL Noise Abatement Measure 3 (NA-3): Reduce Early Aircraft Departure Turns from FLL through Implementation of ELSO or ELSO-Equivalent Procedures during East-Flow Conditions (Section 2.2, pages 2-11 through 2-13, Table 2-4, Table 2-6)

Description: This measure would reduce aircraft noise exposure to noise-sensitive parcels and people in the area northeast of the airport. Specifically, the measure involves modifying the flight paths of aircraft departing from FLL in east-flow conditions to reduce overflights of residential areas by aircraft making early northward turns. To minimize overflights of neighborhoods in the immediate northeastern proximity of FLL, Broward County is requesting that the FAA implement either ELSO or ELSO-equivalent procedures to: 1) reduce departure path divergence for Runway 10L and 2) keep aircraft over compatible land use corridors to the extent possible without reducing aircraft safety or Airport capacity. Figure 2-1 provides an overview of ELSO procedures and potential reductions in departure track divergence.

FAA Action: DISAPPROVED FOR PURPOSES OF PART 150.

Broward County states that Noise Abatement Measure NA-3 would not reduce noncompatible land uses within the 65 dB DNL contour (page 2-12, Table 2-4, and Appendix D.3). As such, the measure does not meet the standard for approval by the

FAA, in accordance with 14 CFR Part 150.33(a)(2) and 150.35. A future update to the NCP demonstrating reductions of non-compatible land use within the 65 dB DNL contour may result in the FAA reconsidering the decision for this measure.

The FAA recognizes the objective of Broward County and local communities to reduce aircraft noise annoyance in areas where land uses were determined, under Part 150, to be compatible with aircraft noise. Disapproval of this measure for purposes of Part 150 does not prevent the County from pursuing further implementation of this measure with FAA outside of the Part 150 process.

4. FLL Noise Abatement Measure 4 (NA-4): Modify Aircraft Arrival Profiles to the West of FLL to Keep Aircraft Higher (Section 2.2, pages 2-13 through 2-15)

Description: This 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 outside of the DNL 65 contour to the west of FLL. This measure may involve developing new procedures and/or increasing use of the existing Required Navigation Performance (RNP) approach to Runway 10L. The FAA has been working with communities to address these concerns and attended an open house in December 2019 in the City of Weston to discuss actions that were being taken to keep aircraft at higher altitudes for longer periods of time. This measure would seek to continue FAA's recent actions to keep aircraft higher on approaches to FLL and evaluate new methods, when available, to improve the ability to maintain aircraft arrival altitudes west of FLL.

FAA Action: DISAPPROVED FOR PURPOSES OF PART 150.

Broward County states that Noise Abatement Measure NA-4 would not reduce noncompatible land uses within the 65 dB DNL contour (pages 2-14 and 2-15, Table 2-4, and Appendix D.6). As such, the measure does not meet the standard for approval by the FAA, in accordance with 14 CFR Part 150.33(a)(2) and 150.35. A future update to the NCP demonstrating reductions of non-compatible land use within the 65 dB DNL contour may result in the FAA reconsidering the decision for this measure.

The FAA recognizes the objective of Broward County and local communities to reduce aircraft noise annoyance in areas where land uses outside of the DNL 65 contour were determined, under Part 150, to be compatible with aircraft noise. Disapproval of this measure for purposes of Part 150 does not prevent the County from further coordinating this measure with FAA outside of the Part 150 process.

LAND USE MEASURES

1. FLL Land Use Measure LU-1: Implement a Voluntary Acquisition Program for a Portion of the Ocean Waterway Mobile Home Park (Section 3.3.1, pages 3-12 through 3-16 and Table 3-2, Table 3-8)

Description: This voluntary land acquisition measure includes the purchase of approximately 1.95 acres of land and 16 mobile homes associated with the Ocean

Waterway MHP, which is located south of the airport near the intersection of Old Griffin Road and Griffin Road. The voluntary acquisition area is depicted on Figure 3-4. The property and mobile homes subject to purchase are located at the north end of the MHP and lie within the Future Conditions (2023) DNL 65 contour. Assuming a purchase agreement for the land is reached with the MHP, all residents living on the purchased land will need to be relocated. Residents of mobile homes within the Future Conditions (2023) DNL 65 contour would be contacted to initiate negotiations for either the purchase of mobile homes (if owner-occupied), the relocation of the mobile homes (if such action is deemed viable), or the relocation of residents renting mobile homes (if applicable). This acquisition program would be implemented with federal funding assistance, which requires conformity with the provisions of the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (Uniform Act), as amended, as well as Chapter 723, Florida Statutes. Implementation of this measure would require preparation and FAA approval of an Acquisition and Relocation Plan, which includes identification of eligible properties, funding necessary to acquire properties and provide relocation assistance, and agreements with the MHP.

FAA Action: APPROVED. The *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (42 US Code 4601 et seq.) is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. FLL Land Use Measure LU-1 is subject to this law and its implementing regulation at 49 CFR Part 24, *Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs*, as well as FAA policies and procedures defined in FAA Order 5100.37B, FAA Advisory Circular 5100-17, and FAA Order 5100.38D. At such time that federal funding is requested for this measure, Broward County will submit to FAA an Acquisition and Relocation Plan that provides more detailed information and analysis necessary to implement this voluntary measure. The boundary and amount of land to be purchased, as well as the number of mobile homes eligible under this measure, would be finalized at that time.

2. FLL Land Use Measure LU-2: Implement a Voluntary Acquisition Program for a Portion of the Everglades Lakes Mobile Home Park (Section 3.3.1, pages 3-16 through 3-18, Table 3-3, Table 3-8)

Description: This voluntary land acquisition measure includes the purchase of approximately 11.3 acres of land and 66 mobile homes associated with the Everglade Lakes MHP, which is located approximately 3.2 miles west of the airport beneath the approach and departure paths of Runway 10L-28R in the Town of Davie. The property and mobile homes subject to voluntary purchase are located on the south/southeast portion of the MHP and lie within the Future Conditions (2023) DNL 65 contour. The voluntary acquisition area is depicted on Figure 3-4 of the NCP. This acquisition program would be implemented with federal funding assistance, which requires conformity with the provisions of the *Uniform Relocation Assistance and Real Property Acquisition Act* (Uniform Act), as amended, as well as Chapter 723, Florida Statutes. Assuming a purchase agreement for the land is reached, residents of mobile homes

within the Future Conditions (2023) DNL 65 contour would be contacted to initiate negotiations for either the purchase of mobile homes (if owner-occupied), the relocation of the mobile homes (if such action is deemed viable), or the relocation of residents renting mobile homes (if applicable). Implementation of this measure would require preparation and FAA approval of an Acquisition and Relocation Plan, which includes identification of eligible properties, funding necessary to acquire properties and provide relocation assistance, and agreements with the MHP.

FAA Action: APPROVED. The *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (42 US Code 4601. et seq.) is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. FLL Land Use Measure LU-2 is subject to this law and its implementing regulation at 49 CFR Part 24, *Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs*, as well as FAA policies and procedures defined in FAA Order 5100.37B, FAA Advisory Circular 5100-17, and FAA Order 5100.38D. At such time that federal funding is requested for this measure, Broward County will submit to FAA an Acquisition and Relocation Plan that provides more detailed information and analysis necessary to implement this voluntary measure. The boundary and amount of land to be purchased, as well as the number of mobile homes eligible under this measure, would be finalized at that time.

3. FLL Land Use Measure LU-3: Implement a Voluntary Residential Sound Insulation Program for Eligible Dwelling Units located in the Future Conditions (2023) DNL 65 and Higher Contours (Section 3.3.1, pages 3-18 through 3-21, Table 3-4, Table 3-8)

Description: This measure would provide a voluntary sound insulation program for up to 55 single-family homes and 12 multi-family residential housing units located within the DNL 65 contour. To receive sound insulation under this measure, participants would be required to meet certain eligibility requirements. In residential sound insulation programs funded in part by FAA AIP grants, a housing unit is typically only eligible for sound insulation if it meets all criteria set forth in the *AIP 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. In exchange for participation in the program, each residential unit owner would be required to provide Broward County an aviation easement.

FAA Action: APPROVED.

The goal of sound insulation under 14 CFR Part 150 is to provide an average interior DNL of 45 dB or below and to provide at least a 5 dB improvement to the noise level reduction of the structure. Based on the experience of other airports' residential sound insulation programs, sound insulation can be effective in reducing interior noise exposure. If Broward County seeks financial assistance from the FAA for the implementation of this measure, then all of the eligibility criteria set forth in FAA Order 5100.38D, *Airport Improvement Program Handbook* (AIP Handbook), Appendix R must

be met. Additionally, prior to the start of this voluntary Residential Sound Insulation Program (RSIP), Broward County shall develop a policy and procedure manual (PPM) to guide SIP implementation and an acoustical testing protocol (ATP). The PPM should outline SIP objectives and priorities, community outreach process, identify and define boundaries for eligible structures, including proposals for treatment of neighborhood equity and block rounding (in accordance with Appendix R of the AIP Handbook) and the suggested avigation easement language. The ATP outlines the acoustical testing process to ensure the acoustical testing of residential structures is conducted accurately and efficiently. The ATP shall be provided to FAA for review and concurrence.

Section 3.2.1 of the NCP (pages 3-19 and 3-20) and Table 3-1 describe the land use mitigation measures implemented by Broward County as part of the mitigation measures identified in the 2008 FEIS for the expansion of Runway 9R-27L and the 2008 ROD. The multi-year noise mitigation program was completed in 2022. The narrative on page 3-19 notes that 32 residential units within the NEM Future Conditions (2023) DNL 65 contour either did not respond to the invitation to participate or withdrew at some point during the 2008 EIS Residential Sound Insulation Program. Broward County notes these units are included for consideration under this measure.

4. FLL Land Use Measure LU-4: Encourage Local Jurisdictions to Implement Real Estate Fair Disclosure Requirements that Address Potential for Aircraft-Related Noise (Section 3.3.2, pages 3-21 through 3-23, Table 3-5, Table 3-8)

Description: Broward County proposes to continue to encourage local jurisdictions to establish real estate disclosure policies for aircraft noise or, in the case of City of Dania Beach and Town of Davie, extend existing disclosure requirements to the resale of existing properties.

FAA Action: APPROVED. The Federal government has no control over local land use planning. This is an ongoing measure that is in the authority of Broward County and local planning jurisdictions.

5. FLL Land Use Measure 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 (Section 3.3.2, pages 3-23 through 3-25, Table 3-6, Table 3-8)

Description: Broward County would encourage local jurisdictions adjacent to the airport to incorporate land use planning measures into the respective comprehensive plan updates and/or amendments to ensure consistency among local government planning efforts and with the recommendations of the 14 CFR Part 150 process.

FAA Action: APPROVED. The Federal government has no control over local land use planning. This is in the authority of Broward County and local planning jurisdictions.

- 6. FLL Land Use Measure LU-6: Encourage Local Jurisdictions Efforts to Incorporate Noise Overlay Zoning Ordinances to Regulate Sound Attenuation and Compatible Land Uses near the Airport** (Section 3.3.2, pages 3-25 through 3-2 and Table 3-7, Table 3-8)

Description: Pursuant to state and County requirements, Broward County would encourage local jurisdictions adjacent to FLL to consider incorporating noise overlay zoning ordinances as a tool in managing land use compatibility. The preparation and development of overlay zoning can be effective in ensuring land use compatibility and reducing noncompatible land uses.

FAA Action: APPROVED. The Federal government has no control over local land use planning. This is in the authority of Broward County and local planning jurisdictions.

PROGRAM MANAGEMENT MEASURES

- 1. FLL Program Management Measure 1 (PM-1): Maintain the Existing Noise Office and Information Webpage** (Section 4.2, pages 4-5 and 4-6, Table 4-2, Table 4-10)

Description: This voluntary measure involves Broward County Aviation Department (BCAD) maintaining and continuing to staff the existing Noise Office and BCAD's noise information webpage, which serve as vital links between BCAD and surrounding communities relative to aircraft noise concerns.

FAA Action: APPROVED. Implementation of this continued measure is considered to be within the authority of Broward County.

- 2. FLL Program Management Measure 2 (PM-2): Evaluate/Update the Existing Noise Monitoring and Flight Tracking System** (Section 4.2, pages 4-6 through 4-8, Table 4-3, Table 4-10)

Description: This measure involves Broward County Aviation Department (BCAD) reviewing the effectiveness of the existing noise monitoring and flight tracking system, which provide information about noise levels associated with aircraft operating in the vicinity of FLL. This analysis would help BCAD understand the functional state of its existing noise monitoring and flight tracking system and determine whether system upgrade/ replacement or the installation of a new system best meets the existing and future needs of the Airport. BCAD would then pursue system implementation

FAA Action: APPROVED. Implementation of this measure is considered to be within the authority of Broward County. Approval of this measure does not obligate the FAA to participate in funding the acquisition or installation of the permanent noise monitors and associated equipment upgrades. Note, for the purpose of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.

3. FLL Program Management Measure 3 (PM-3): Maintain Noise Complaint Management System (Section 4.2, page 4-11, Table 4-4, Table 4-10)

Description: This measure involves continuing to operate an existing noise complaint management system, which is automated and enables Broward County Aviation Department (BCAD) to collect and manage noise complaints regarding FLL operations.

FAA Action: APPROVED. Implementation of this continued measure is considered to be within the authority of Broward County.

4. FLL Program Management Measure 4 (PM-4): Conduct Community Outreach Activities (Section 4.2, pages 4-11 and 4-12, Table 4-5, Table 4-10)

Description: This measure involves Broward County Aviation Department (BCAD) continuing to participate in outreach activities with local community members, including hosting the Airport Noise Abatement Committee (ANAC).

FAA Action: APPROVED. Implementation of this continued measure is considered to be within the authority of Broward County.

5. FLL Program Management Measure 5 (PM-5): Evaluate the Composition of the ANAC (Section 4.2, pages 4-12 and 4-13, Table 4-6, Table 4-10)

Description: This measure involves Broward County evaluating and potentially revising the composition of the Airport Noise Abatement Committee (ANAC) to better represent the concerns of communities located both within and outside the DNL 65 contour, as well as other stakeholders (e.g., airlines).

FAA Action: APPROVED. Implementation of this measure is considered to be within the authority of Broward County.

6. FLL Program Management Measure 6 (PM-6): Install Runway Reminder Signs (Section 4.2, pages 4-13 and 4-14, Table 4-7, Table 4-10)

Description: Broward County would install new and additional signage to: 1) remind pilots that FLL is a noise-sensitive airport and 2) encourage pilots to follow voluntary noise abatement measures.

FAA Action: APPROVED. Implementation of this measure is considered to be within the authority of Broward County. The measure requires coordination of proposed signs and locations with FAA prior to installation. Approval of this measure does not obligate the FAA to participate in funding the signs.

7. FLL Program Management Measure 7 (PM-7): Evaluate a Voluntary Fly Quiet Program (Section 4.2, pages 4-14 through 4-16, Table 4-8, Table 4-10)

Description: Broward County would assess the feasibility of developing and implementing a voluntary Fly Quiet Program at FLL. Such an analysis would consider, at a minimum: costs associated with development and implementation; interest/support from airline operators and the local community; required stakeholder involvement; and ability to enhance existing NCP measures to reduce noise impacts to noncompatible land uses. This analysis will help the County determine if a Fly Quiet Program is a necessary and cost effective approach to include in FLL's existing noise program.

FAA Action: APPROVED. The measure, as described in the NCP, includes only Broward County assessing the feasibility of developing and implementing a voluntary Fly Quiet program at FLL. Changes to existing flight procedures not approved in this NCP, and any potential new or modified flight procedures identified in the feasibility assessment, have no FAA determination or approval in this Record of Approval. The approval for assessing the feasibility of implementing a Fly Quiet Program in this NCP does not imply approval of any enforcement actions to ensure compliance with flight procedures by Broward County. Further, approval of this measure is not a commitment of future federal funding under any grant-in-aid program administered by the FAA.

If, after completing its assessment, the County proposes a specific Fly Quiet Program, changes to flight procedures, and/or other related measures, the County must submit a request associated with the Fly Quiet Program to FAA for review and approval. FAA's action and determinations at that time will require environmental review under the National Environmental Policy Act. Use of any procedure, including those that would be the subject of a Fly Quiet Program, would be subject to FAA Air Traffic Controller discretion based aircraft characteristics and performance and/or operating conditions in place at the time of the aircraft operation.

8. FLL Program Management Measure 8 (PM-8): Update the Noise Exposure Maps (Section 4.2, pages 4-16 and 4-17, Table 4-9, Table 4-10)

Description: Broward County Aviation Department would update FLL's Noise Exposure Maps in accordance with Part 150.21(d), if applicable changes in the noise environment occur at FLL.

FAA Action: APPROVED.

9. FLL Program Management Measure 9 (PM-9): Update the Noise Compatibility Program (Section 4.2, pages 4-17 and 4-18, Table 4-10, Table 4-10)

Description: Broward County Aviation Department recommends updating the NCP only when additional NCP measures and/or modified measures are required to reduce noncompatible land use.

FAA Action: APPROVED. The NCP should be updated to respond to changing conditions in the local area and in the aviation industry. Any update, or changes to the NCP should be reviewed by the FAA, all affected aircraft operators, and local agencies. In order to comply with 14 CFR Part 150, the proposed changes should be submitted to FAA for approval after local consultation and a public hearing has been conducted.

END OF RECORD OF APPROVAL