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

February 27, 2026

SUBJECT: THE BROWARD COUNTY AVIATION DEPARTMENT
AIRPORT NOISE ABATEMENT COMMITTEE (ANAC) MEETING

Dear County Commissioners / City Officials / ANAC Members / Airport Community,

Enclosed please find a copy of the meeting minutes from the last ANAC meeting held on December 8, 2025, along with an agenda for the next ANAC meeting scheduled for **March 9, 2026, at 6:00 p.m.**

The Broward County Aviation Department will be hosting the March 9 meeting via the Webex Conference System. The meeting details are as follows.

VIA WEBEX

Click here to register for the meeting or go to
https://questcorporationofamericainc.my.webex.com/questcorporationofamericainc.my/j.php?MTID=mad0b3398c4ffe9795b8086874177db37
Meeting number: 2868 044 6989
Meeting password: BEsmhYSS835
Or join by phone:
1-650-479-3208, Access code: 2868 044 6989

Please feel free to contact me at (954) 359-6181 or at wcannicle@broward.org should you have any questions, or visit the Aviation Department's website at www.fll.net for more information.

Sincerely,

Winston B. Cannicle
Environmental Program Manager
Broward County Aviation Department

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A G E N D A
FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT
NOISE ABATEMENT COMMITTEE

March 9, 2026
6:00 p.m.
VIA WEBEX

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https://questcorporationofamericainc.my.webex.com/questcorporationofamericainc.my/j.php?MTID=mad0b3398c4ffe9795b8086874177db37
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1. Welcome
   BCAD Staff

2. Approval of Minutes – December 8, 2025 Meeting
   ANAC Chairperson

3. Noise Office & ANAC Update
   BCAD Staff

4. South Runway Nighttime Quarterly Report, Fourth Quarter 2025
   HMMH

5. FLL RNAV Initial Fix/Waypoint Analysis

6. Committee/Citizen Comments

7. Next meeting – June 8, 2026

To register over the phone, please contact Quest Corporation of America, Inc. (Communications) at (786) 535-5694 and provide your full name and email.

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT
AIRPORT NOISE ABATEMENT COMMITTEE
Meeting Minutes – December 8, 2025

DATE: Monday, December 8, 2025
LOCATION: Via Webex

CUMULATIVE MEETING ATTENDANCE (10/01/2008 – 12/08/2025)

Committee Member (Organization Represented):	Present/Absent:	Present:	Absent:
Carlos Jose (RMT #1)	A	1	18
Cathy David * (RMT #2) Fort Lauderdale/Dania Beach	P	53	12
Vacant (RMT #2 Alt.)	A	16	31
Commissioner Lori Lewellen (RMT #3) Dania Beach	P	19	28
Micheline Peacock (RMT #4)	A	16	25
Tom Gongola (RMT #6)	A	3	31
Alan Scharf (RMT #6 Alt.)	A	2	34
Richard "Dick" Cahoon (RMT #8) Lauderdale Isles	P	28	5
Geoff Rames (RMT #8 Alt.) Lauderdale Isles	P	25	0
Arthur Joseph (RMT #9)	A	2	16
Debra Van Valkenburgh (RMT #10)	A	31	34
Eric Ram (RMT #11)	A	26	10
Frank Derisi (RMT #11 Alt.)	A	13	29
Lee Brown (Jet Blue Representative)	P	13	50
Daniel Russo (Spirit Airlines Representative)	P	17	47
FBO Representative	A	4	62
Southwest Airlines Representative	A	4	63
Delta Airlines Representative	A	5	59
Don Ellington (FAA ATCT Representative)	P	22	48

RMT = Representative for neighborhood containing the identified Remote Monitoring Terminal
Alt. = Alternative RMT representative
*Designates newly appointed representative

Airport/County Staff

- Winston Cannicle, Broward County Aviation Department (BCAD)
- Ryan Goldman, Broward County Environmental
- Tamara Hamilton, Broward County Environmental

Visitors

Visitors Name	Agency/Affiliation
Don Decker	City of Weston
Rhea Hanrahan	Harris Miller Miller & Hanson (HMMH)
Bryan Rand	Harris Miller Miller & Hanson (HMMH)
Shannon Salter	Quest Corporation of America
Yasmirel Reynoso	Quest Corporation of America
Josh Peirce	Quest Corporation of America
Rodrick Hurt	North Hollywood Beach
Kassie Greco	Dania Beach Resident
Robin Greco	Dania Beach Resident

1. WELCOME (BCAD STAFF)

Winston Cannicle of the Broward County Aviation Department (BCAD) called the meeting to order at 6:03 p.m.

2. APPROVAL OF MINUTES – SEPTEMBER 08, 2025 MEETING (BCAD STAFF)

Airport Noise Abatement Committee (ANAC) member Cathy David (RMT #2 Alternate) motioned to approve the September 8, 2025 meeting minutes. The motion was seconded by Geoff Rames (RMT #8 Alternate) and approved without revisions.

3. NOISE OFFICE & ANAC UPDATE (BCAD STAFF)

Mr. Cannicle provided an overview of the Noise Office's roles and responsibilities. The Noise Office receives, logs, and responds to noise comments submitted by the public and provides relevant information in response. By contrast, the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) is responsible for the sequencing and separation of all aircraft for arrivals and departures.

Members of the public wishing to submit a public records request may do so in writing through the Public Request Coordinator using the link included in the presentation, which will also be available after the meeting: https://www.Broward.org/opengovernment/prr/Pages/default.aspx

Aircraft noise comments may be submitted in three ways**:**

1. **Online** by completing the Noise Comment Form.
2. Through the **Noise Comment App**, a smartphone application available for download from the FLL website.
3. By calling the **Hotline** at (954) 359-2366, a dedicated line staffed by BCAD personnel.

Mr. Cannicle also reported that procurement for the noise monitoring system replacement has been completed. Envirosuite, the current vendor, was selected to continue service with an upgraded system. The agreement is currently awaiting full execution by all parties. BCAD anticipates bringing the upgraded system online next year and plans to invite the vendor to a future ANAC meeting to present the new system and its features.

Mr. Cannicle presented a slide on the FAA's Aviation Noise Complaint and Inquiry Response (ANCIR) process. BCAD receives and responds to noise complaints daily, while the FAA typically provides a one-time response, which may take approximately 30 to 45 days. The FAA noise complaint portal is available at faa.gov/ancir.

Mr. Cannicle presented a graphical summary of noise comments and FLL operations for the period from September 2024 through November 2025. He noted an increase in noise comments over the

15-month period. The graphs illustrated overall airport operations and compared aircraft operations with noise comments during this timeframe.

Mr. Cannicle also presented a map depicting the locations of noise comments received for September 2025, including identification of the six addresses generating the most frequent comments. The majority of noise comments originated from areas south of the airport, with additional comments from the southeast, northeast, and west. Comments were also received from Pembroke Pines.

Mr. Cannicle presented a graph showing the top noise commenters for September 2025. Mr. Cannicle explained that the top commenter, "Dn Associated W Program," is an anonymous individual from Dania Beach who submitted approximately 820 comments in September 2025, making individual response challenging due to the high volume of comments submitted.

Noise comment maps for October and November 2025 showed similar patterns, with frequent comments originating near the airport. The same individual, "Dn Associated W Program," submitted more than 700 in October and 800 comments in November.

In October, two of the top commenters were from Wilton Manors and West Davie, consistent with arrival flight paths. Residents in Davie and Dania Beach reported concerns related to sideline noise. Comments regarding departures were received from inland areas within several miles northwest of the airport, as well as from Hollywood and Pembroke Pines.

In November, noise comment patterns remained consistent, with comments received from Pompano Beach and Lauderdale-by-the-Sea, consistent with coastal departure paths.

4. SOUTH RUNWAY NIGHTTIME QUARTERLY REPORT (HMMH)

Rhea Hanrahan presented the South Runway Nighttime Use Report for the third quarter of 2025 (July–September). She began with an overview of the Voluntary User Program, which is part of an Interlocal Agreement between the City of Dania Beach and Broward County. The program encourages voluntarily limits on nighttime use of the South Runway (10R/28L) between the hours of 10:30 p.m. and 6:00 a.m.

Under the Voluntary User Program, the South Runway is used during these hours only when required by weather, air traffic conditions, safety, operational necessity, or as determined by the pilots and the ATCT. The Aviation Department documents the use of the South Runway during the voluntary use period.

Ms. Hanrahan and Mr. Cannicle coordinate with the ATCT to identify reasons for nighttime South Runway use. This information is reviewed to identify trends and assess whether operational adjustments or targeted outreach could further support the program. While the South Runway remains available when necessary, efforts continue to discourage its nighttime use whenever feasible.

Ms. Hanrahan presented a visual showing nighttime daily totals of South Runway arrivals and

departures for July, August, and September 2025. She noted that nighttime operations in September were lower than in July and August. Overall, South Runway nighttime use varied by day depending on air traffic use and North Runway closures.

Ms. Hanrahan presented hourly summaries of South Runway nighttime usage for each month and the third quarter as a whole. In July, most nighttime arrivals and departures occurred between 10:30 p.m. and 2:00 a.m. In August, arrivals significantly outnumbered departures during the late-night period between 10:30 p.m. and 6:00 a.m. In September, both arrivals and departures were notably lower than in the previous two months and primarily occurred between 10:30 p.m. and 12:00 a.m.

The quarterly hourly summaries also identified whether any operations took place during periods when the North Runway was closed. For instance, every South Runway operation between 12:00 a.m. and 12:59 a.m. took place while the North Runway was closed. In contrast, every South Runway operation between 11:00 p.m. and 11:59 p.m. took place while the North Runway was open. A detailed list of the individual reasons for these operations is included in the appendix of the quarterly summary.

Ms. Hanrahan presented a graph depicting airline-specific nighttime operations on both runways. While Spirit Airlines operates a higher number of nighttime flights overall, the majority of those flights continue to use the North Runway. Other airlines use the South Runway infrequently and were therefore grouped into a comparatively large “Other” category.

Ms. Hanrahan also reviewed the appendix that provides a detailed summary of reasons aircraft used the South Runway on specific days and times. For example, on September 7, Air Traffic Control requested use of the South Runway due to heavy air traffic volume.

Mr. Cannicle noted that ATCT requests to extend South Runway use for traffic or weather typically end between 11:30 p.m. and midnight, after which normal North Runway operations resume, with only limited use of the South Runway.

Ms. Hanrahan shared supplemental information requested by ANAC for the third quarter. She noted that Spirit Airlines is highlighted as the most frequent South Runway user because it contributes to a higher proportion of the nighttime operations compared to daytime operations. When the North Runway is closed, required South Runway use contributes to this higher percentage. Spirit is one of the largest users of the airport overall.

5. FLL RNAV INITIAL FIX/WAYPOINT ANALYSIS (HMMH)

Ms. Hanrahan presented an analysis of RNAV waypoints and flight track density maps, including a “heat map” showing one month of combined east- and west-flow departure activity. Warmer colors on the map represented areas where multiple aircraft tracks overlap, with the greatest concentration near the runway.

She explained that departing aircraft are expected to reach the designated initial RNAV waypoints, or “fixes”, after takeoff, indicating adherence to predetermined departure paths. It’s important to note

that non-standard departure operations may occur due to operational factors. The five-letter waypoint identifiers include:

- **Eastbound**: LLBOW, MRLEE, CLPSO
- **Westbound**: DREDS, SEAZZ, TIDEZ

These waypoints help guide aircraft along assigned routes as designed by the FAA.

Ms. Hanrahan then presented a bar and line graph illustrating west-flow departures (shown in yellow) and east-flow departures (shown in orange). The lines represent the percentage of FLL departures reaching the first RNAV fix, while the bars represent county-wide averages. Overall, the RNAV initial fix use rate is higher for FLL than the county as a whole.

At Mr. Cannicle's request, Ms. Hanrahan displayed the remaining waypoint locations beyond the initial fixes. Mr. Cannicle noted that there have been some concerns from residents about aircraft not on the RNAV procedures for the waypoint at YOLOO and JMACA. Mr. Rames noted that some data reflected approximately 60 percent departure track compliance and asked how this compares to other airports. Ms. Hanrahan stated she would follow up with comparative information, noting that many airports evaluate noise abatement procedures. She explained that some non-RNAV or transient aircraft—such as propeller aircraft or aircraft not operating under RNAV procedures—can affect compliance percentages.

Mr. Cannicle added that he did not believe many airports analyze RNAV compliance at this level of detail but agreed to review the matter further with Ms. Hanrahan.

Mr. Rames also asked about the ROOOM and YOLOO waypoints near Wilton Manors and whether approval is required from Miami to leave the RNAV. Don Ellington responded that approval is required and that most deviations or turns occur due to weather or air traffic conditions. He explained that aircraft receive approval to turn from Miami Departure Control once they are handed off from Fort Lauderdale ATCT.

Rodrick Hurt asked about post-departure aircraft altitude and its relationship to noise, referencing the Part 150 Study that was completed for FLL. Ms. Hanrahan explained that while the Part 150 Study includes altitude data, the report focuses on the airport environment rather than the countywide scale. Mr. Ellington added that the only specified altitudes are 4,000 feet at ROOOM and 4,000 feet at SHELZ waypoints.

Mr. Hurt asked whether altitudes are locally defined. Mr. Ellington responded that the procedures were developed in conjunction with the airlines, and that all flight paths intersect. He explained that between the YOLOO and ROOOM waypoints, arrivals descend to approximately 6,000 feet, and by the time aircraft reach ROOOM, the highest altitude permitted is 5,000 feet. Aircraft are then able to climb again after passing YOLOO.

Ms. Hanrahan presented the September 2025 RNAV Use Report, which showed arrival traffic crossing into the airport area, including activity associated with the FAMBA and SERIF fixes.

Mr. Ellington noted that early turns are often made so aircraft can climb faster and exit the airspace sooner. The aircraft climb rate can depend on the fuel load.

Ms. Hanrahan concluded the RNAV discussion and offered to provide an average altitude report at a future ANAC meeting. Mr. Hurt stated that this information would be helpful, noting that his North Beach area is not included in the current study and questioned why certain areas, such as North Hollywood, are included while others were not.

Mr. Cannicle added that recent noise comments from Mr. Hurt have been associated with westbound departures during periods of strong winds, noting that various wind conditions and temperatures can cause differences in noise propagation. Ms. Hanrahan agreed.

6. COMMITTEE / CITIZEN COMMENTS

Mr. Cannicle opened the floor for committee member comments.

Mr. Rames asked about industry publications related to aviation noise. Ms. Hanrahan referenced a weekly paid publication titled *Airport Noise Report*, which covers aviation noise topics, jet innovations, and related research projects. Mr. Rames asked whether Mr. Cannicle receives the publication, and Mr. Cannicle replied that he does not currently subscribe.

Mr. Rames also asked about noise mitigation efforts at other airports. Ms. Hanrahan noted that many airports are reluctant to address noise issues in the same manner, and that the community surrounding FLL is somewhat unique in its acceptance of RNAV procedures. Mr. Ellington speculated that the Metroplex program is entering its second phase and noted that FLL was among the last airports to undergo airspace redesign.

Mr. Cannicle then opened the floor for citizen comments.

Kassie Greco expressed concerns about increased noise south of Griffin Road, stating that it was very loud and noting that 10 aircraft had departed during the meeting. Mr. Cannicle noted that the high number of noise comments from that area were driven by a single person and explained that the current activity Ms. Greco is experiencing is attributable to west flow operations. He noted that runway utilization is not currently at peak levels, operating at approximately a 70/30 split. He explained that runways are oriented east–west and that runway usage can shift depending on wind direction.

Ms. Greco stated she has lived in the area for 40 years and observed an increase in propeller aircraft coming from the southwest, adding that noise levels have significantly increased. Mr. Cannicle provided historical context, noting that the FAA South Runway extension project began in 2004 and in 2008, the FAA provided their approval of the extension of the South Runway. He also explained that the South Runway has always been used for propeller aircraft; however, starting in 2014 following the completion of the South Runway extension, it has been used for both commercial jets and general aviation propellers. He mentioned that the North Runway has more traffic and noise-related issues than the South Runway and stated that there is limited flexibility to alter the existing

sequencing.

Ms. Greco asked whether flights could be reduced. Mr. Cannicle responded that FLL operates as a 24-hour, federally funded airport. As such, the Aviation Department does not have the ability to restrict the volume of operations at the airport. He also noted that the North Runway will be closed during the next few nights for routine maintenance.

Ms. Greco also asked about the sound insulation grant program, suggesting that residents who received grant funding appear to have fewer noise complaints. Mr. Cannicle explained that sound insulation programs are governed by federal guidelines and are based on forecasted airport operations-related noise contours and mitigation criteria, not on the number of complaints received. Ms. Hanrahan added that eligibility for sound insulation treatments and funding is determined by federal guidelines and is based on daily average noise exposure levels.

7. NEXT MEETING MARCH 9, 2026 AT 6:00 P.M.

Mr. Cannicle reminded the group that the next quarterly ANAC meeting is scheduled for March 9, 2026, at 6:00 p.m. Mr. Rames moved to adjourn the meeting. Mr. Cannicle adjourned the meeting at 7:04 p.m.