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

May 29, 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 March 9, 2026, along with an agenda for the next ANAC meeting scheduled for **June 8, 2026, at 6:00 p.m.**

The Broward County Aviation Department will be hosting the June 8 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=m09d8b666623ac62a91b0ebdf073fc217
Meeting number: 2865 558 8459
Meeting password: dBv3iCMpp92
Or join by phone:
1-650-479-3208, Access code: 2865 558 8459

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

AVIATION DEPARTMENT - Fort Lauderdale-Hollywood International Airport
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A G E N D A
FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT
NOISE ABATEMENT COMMITTEE

June 8, 2026
6:00 p.m.
VIA WEBEX

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https://questcorporationofamericainc.my.webex.com/questcorporationofamericainc.my/j.php?MTID=m09d8b666623ac62a91b0ebdf073fc217
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1. Welcome
   BCAD Staff

2. Approval of Minutes – March 9, 2026 Meeting
   ANAC Chairperson

3. Noise Office & ANAC Update
   BCAD Staff

4. South Runway Nighttime Quarterly Report, First Quarter 2026
   HMMH

5. FLL RNAV Initial Fix/Waypoint Analysis
   HMMH

6. eVTOL Aircraft Overview
   HMMH

7. Committee/Citizen Comments

8. Next meeting – September 7, 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 – March 9, 2026

DATE: Monday, March 9, 2026
LOCATION: Via Webex

CUMULATIVE MEETING ATTENDANCE (10/01/2008 –03/09/2026)

Committee Member (Organization Represented):	Present/Absent:	Present:	Absent:
Carlos Jose (RMT#1)	A	1	19
Cathy David * (RMT#2) Fort Lauderdale/Dania Beach	P	54	12
Vacant (RMT#2 Alt.)	A	16	32
Commissioner Lori Lewellen (RMT#3) Dania Beach	A	19	29
Micheline Peacock (RMT#4)	A	16	26
Tom Gongola (RMT#6)	A	3	32
Alan Scharf (RMT#6 Alt.)	A	2	35
Richard "Dick" Cahoon (RMT #8) Lauderdale Isles	P	29	5
Geoff Rames (RMT#8 Alt.) Lauderdale Isles	P	26	0
Arthur Joseph (RMT#9)	A	2	17
Debra Van Valkenburgh (RMT#10)	A	31	35
Eric Ram (RMT#11)	A	26	11
Frank Derisi (RMT#11 Alt.)	A	13	30
Lee Brown (Jet Blue Representative)	P	14	50
Daniel Russo (Spirit Airlines Representative)	P	18	47
FBO Representative	A	4	63
Southwest Airlines Representative	A	4	64
Delta Airlines Representative	A	5	60
Don Ellington (FAA ATCT Representative)	A	22	49

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)
- Tamara Hamilton, Broward County Aviation Department and Environmental

Visitors

Visitors Name	Agency/Affiliation
Cheri Capuano	Resident
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
Chip Willard	Quest Corporation of America

1. WELCOME (BCAD STAFF)

Winston Cannicle of the Broward County Aviation Department (BCAD) called the meeting to order at 6:05 p.m. During introductions, Mr. Cannicle shared that March 2026 marks his 25th year with BCAD and also acknowledged Tamara Hamilton's transition to another division of BCAD.

2. APPROVAL OF MINUTES FROM DECEMBER 08, 2025, MEETING (BCAD STAFF)

Airport Noise Abatement Committee (ANAC) member Geoff Rames (RMT#8 Alt.) motioned to approve the December 8, 2025 meeting minutes. The motion was seconded by Richard Cahoon (RMT #8), and the minutes were approved without revisions.

3. NOISE OFFICE & ANAC UPDATE (BCAD STAFF)

Mr. Cannicle delivered a presentation outlining 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 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 has been finalized, and the transition to the new system is expected by June 9, 2026. The upgraded system will include enhanced noise monitoring equipment, software upgrades, and an improved user interface and community portal. BCAD plans to invite the vendor to a future ANAC meeting to present the updated system and its features.

Mr. Cannicle presented a slide on the FAA's Aviation Noise Complaint and Inquiry Response (ANCIR) process. He noted that some noise concerns fall outside of BCAD's control and are passed on to the FAA. The FAA provides a portal and website for submitting complaints, which Mr. Cannicle has been sharing with callers to help direct them to the appropriate resource and ensure their concerns are addressed. The FAA noise complaint portal is available at faa.gov/ancir.

Mr. Cannicle presented a graphical summary of noise comments and FLL operations from December 2025 through February 2026. He noted that there was an increase in noise comments during the

winter months and explained that cold fronts that necessitate westbound departure operations leads to more comments from communities west of the airport.

Mr. Cannicle also presented a map depicting the locations of noise comments received for December 2025, including identification of the six addresses generating the most frequent comments. The majority of noise comments originated from areas south of the airport.

Mr. Cannicle presented a graph showing the top noise commenters for December 2025. He explained that the top commenter, "Dn Associated Program W," is an anonymous individual from Dania Beach who submitted more than 800 comments in December 2025. The comments were often lengthy and included concerns about noise, with statements alleging that the airport is not being a good neighbor.

The noise comment maps and graphs reflected similar patterns in January and February 2026, where the same individual accounted for the majority of comments submitted. Mr. Cannicle also noted that, in some cases, the individual submitting the comments used different location references; however, the submissions were determined to originate from the same source.

Mr. Rames asked whether the individual who submitted over 800 comments had been referred to the FAA. Mr. Cannicle explained that the submissions appear to be automated, one-way communications, making it impractical to respond to each message, as they are repetitive in nature and include calls for the airport to close or relocate.

Mr. Rames asked whether these types of submissions could be disregarded if they are determined to be automated. Mr. Cannicle noted that if comments are submitted through the system, they must still be recorded for reporting purposes, and he does not feel it is appropriate to dismiss them entirely. While the system is designed to accept all comments, it is not practical for BCAD to respond to every submission of this type.

Mr. Rames suggested analyzing comment data by household rather than by total number of submissions, as this would provide better context. Mr. Cannicle agreed to explore this approach from an alternate perspective.

4. SOUTH RUNWAY NIGHTTIME QUARTERLY REPORT (HMMH)

Rhea Hanrahan presented the South Runway Nighttime Use Report for the fourth quarter of 2025 (October–December). 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 limiting nighttime use of the South Runway (10R/28L) between the hours of 10:30 p.m. and 6:00 a.m.

Ms. Hanrahan presented a visual showing nighttime daily totals of South Runway arrivals and departures for October, November, and December 2025. The charts presented by Ms. Hanrahan showed that most days had little to no South Runway activity during nighttime hours. However, she noted that certain days—particularly in December—experienced higher levels of activity, with several nighttime arrivals and departures. She also explained that the hash marks on the graph indicate

periods when the North Runway was closed. During those times, all arriving and departing aircraft were required to use the South Runway.

Ms. Hanrahan presented the fourth quarter summary of nighttime operations on the South Runway by airline, shown from least to most activity. The chart also includes North Runway operations, which indicate that most nighttime operations occur on the North Runway.

Ms. Hanrahan also presented a summary of fourth quarter runway closures. Ms. Hanrahan reviewed charts showing daily breakdowns of nighttime arrivals and departures on the South Runway between 10:30 p.m. and 6:00 a.m. for October, November, and December 2025, highlighting variations in use throughout the quarter. A detailed list of dates, aircraft, and operational reasons for these occurrences is included in the report appendix.

In October 2025, most arrivals and departures occurred between 10:30 p.m. and 1:00 a.m. In November, nighttime activity remained relatively limited compared to the other months. In December, South Runway use increased, particularly between 10:30 p.m. and 11:59 p.m. for departures, while arrivals occurred at various points throughout the nighttime period, including shortly before 6:00 a.m.

Finally, Ms. Hanrahan reviewed supplemental information requested by ANAC for the fourth quarter, comparing daytime and nighttime operations. She noted that Spirit Airlines operates a higher proportion of nighttime flights relative to its daytime activity. Ms. Hanrahan clarified that the percentages shown do not represent operations on the South Runway, but rather the share of total daytime and nighttime operations, with nighttime defined for this analysis as 10:30 p.m. to 6:00 a.m.

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

Ms. Hanrahan presented an analysis of RNAV waypoints and flight track density maps. The analysis shows how closely departing aircraft follow their assigned RNAV departure paths after takeoff. These waypoints help guide aircraft along assigned routes and support airport noise abatement efforts.

Ms. Hanrahan then presented a 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 for the county as a whole.

Ms. Hanrahan explained that while countywide RNAV percentages may fluctuate, adherence to the first RNAV fix near the airport generally remains above 80 percent and occasionally reaches above 90 percent. She also noted a period during the summer months when adherence briefly dipped below 70 percent.

Mr. Cahoon asked what role weather conditions may play in aircraft reaching the RNAV waypoints. Ms. Hanrahan explained that significant weather events, such as large thunderstorms, can require aircraft to deviate from their assigned RNAV routes. Mr. Cannicle added that this is especially common during the summer months.

Lee Brown (JetBlue) further noted that aircraft may also be taken off RNAV procedures by the Federal Aviation Administration (FAA) Air Traffic Control (ATC). Ms. Brown explained that controllers may vector aircraft away from RNAV routes to maintain safe separation, manage airspace congestion, or route aircraft around weather systems.

Mr. Cannicle asked Ms. Brown whether vectoring is primarily initiated by FAA ATC or can be requested by the aircraft pilot. Ms. Brown responded that vectoring is typically directed by FAA ATC. He added that he has been inquiring with the FAA about RNAV routes for FLL's east operations, noting that observations show some aircraft traveling from the ROOOM waypoint to LRICK are bypassing YOLOO, which has generated concerns from residents in Pompano Beach. Ms. Brown indicated she could not confirm the cause but explained that the FAA ATC would need to review the matter on a flight-by-flight basis. Ms. Brown suggested that aircraft may be cleared directly to LRICK as part of the departure procedure, which would be directed by the FAA Miami Approach Center, and noted that they would be best positioned to provide clarification. Mr. Cannicle confirmed that he has sent inquiries to the FAA at Miami Approach Center. Ms. Brown added that some divergence may occur due to "fly-by" waypoints or coding; however, the extent of the variation suggests aircraft are likely being cleared directly to LRICK.

Ms. Hanrahan addressed an inquiry from the last meeting regarding compliance percentages at other airports related to noise abatement, RNAV procedures, and early-turn procedures. Ms. Hanrahan explained that compliance rates vary significantly, with some airports achieving as high as 99 percent compliance, while others report rates as low as 2 percent. She cited examples such as Jackson Hole Airport, which maintains approximately 97 percent compliance, and LaGuardia Airport, where the TNNIS procedure has a compliance rate of approximately 6.5 percent.

Ms. Brown asked whether these figures applied to departure procedures or arrivals. Ms. Hanrahan clarified that compliance metrics often depend on what is most important to each community, noting that some airports use different methods to evaluate whether operations meet established requirements. Ms. Brown added that numerous factors can contribute to variations in compliance among airports.

Ms. Hanrahan thanked participants for their engagement and addressed a prior question raised by Mr. Rames. Mr. Rames noted that perspectives on Metroplex implementation vary, with some airports viewing it positively while others have expressed concerns.

Mr. Cannicle thanked Ms. Hanrahan for her presentation and requested that she share the first RNAV fix analysis. He indicated that he would forward the information to committee members.

6. COMMITTEE / CITIZEN COMMENTS

Mr. Cannicle opened the floor for committee member comments.

Mr. Rames shared information about a publication titled *Airport Noise Report*, which focuses on aviation noise research, airport operations, and related technical topics. He noted that the

publication is available through an annual subscription and that he found the material informative. Ms. Hanrahan and Mr. Cannicle shared sample pages with him.

Mr. Rames also referenced research discussed in the publication regarding the relationship between aircraft noise and residential property values, noting that a 1 decibel increase in Day-Night Average Sound Level (DNL) could result in an estimated 0.621 percent decrease in home values. Mr. Cahoon commented that such a change could be significant.

Mr. Cannicle explained that the DNL metric is calculated using total annual aircraft operations and represents an average noise exposure level over the course of a year. He also noted that individual aircraft events do not meaningfully affect DNL values, as measurable changes in the metric require a large number of operations.

Ms. Hanrahan added that while DNL is widely used in aviation noise analysis, the relationship between noise levels and real estate values can be influenced by many additional economic factors. Ms. Hanrahan noted that housing markets vary widely depending on location and market conditions, making it difficult to isolate aircraft noise as the sole factor affecting property values. Mr. Cannicle added that the FAA continues to evaluate how aviation noise is measured and reported, and that any future changes to federal noise metrics could affect how airport noise impacts are evaluated.

Mr. Cannicle then asked whether there were any additional comments from committee members or members of the community.

Mr. Rames asked whether BCAD has evaluated the potential future use of electric vertical takeoff and landing (eVTOL) aircraft, referencing a recent article on emerging electric aviation technology. Mr. Rames inquired how such aircraft might be incorporated into current airport operations.

Mr. Cannicle responded that, while he has not been directly involved in those discussions, BCAD is actively exploring the concept. Mr. Cannicle noted that the Department is evaluating potential infrastructure needs and assessing how eVTOL operations could integrate with existing airport operations. Mr. Cannicle also indicated that BCAD is aware of industry developments; however, he is not aware of any specific outcomes at this time.

Hearing no further comments, Mr. Cannicle thanked the committee members and participants for attending the meeting.

7. NEXT MEETING – JUNE 8, 2026, AT 6:00 P.M.

Mr. Cannicle reminded the group that the next quarterly ANAC meeting is scheduled for June 8, 2026, at 6:00 p.m.

The meeting was adjourned at 6:53 p.m.