

Ft. Lauderdale-Hollywood International



Prepared by:
Broward County Aviation

First Quarter 2009
June 2009

Partnership for Quieter Skies Report



The *Partnership for Quieter Skies Report* provides an overview of progress of efforts to reduce the noise impacts of Fort Lauderdale - Hollywood International Airport (FLL). These efforts represent a partnership of several entities:

- **Broward County** owns and operates FLL, and is responsible for overseeing the airport's planning, development, and operation.
- The **Federal Aviation Administration (FAA)** is responsible for the efficient and safe navigation of aircraft. The FAA also oversees any federal actions at the airport, such as airport layout changes, installation of navigational aids, etc.
- **Air carriers** provide passenger and cargo service to and from FLL.
- **General aviation operators** operate in privately owned aircraft.

ELEMENTS OF THE PARTERSHIP FOR QUIETER SKIES PROGRAM

Broward County Aviation Department initiated this program in response to requests from the Board of County Commissioners for a more transparent reporting of objective information related to FLL's noise abatement efforts. The program includes the following elements, based on data collected by FLL's Airport Noise and Operations Monitoring System (ANOMS):

- **Fleet Noise Reports** summarize and compare the overall noisiness of the specific mix of aircraft types each airline operates at FLL.
- **High Noise Event Reports** compare the numbers of "high range" noise events created by major categories of aircraft operators at FLL
- **Runway Use Summary Reports** present graphical and tabular summaries of arrival and departure runway use at FLL.
- **Flight Track Density Plots** show the relative frequency that aircraft fly over geographic areas around FLL

FLEET NOISE REPORT

The Fleet Noise Report compares the noisiness of the specific fleet of aircraft that each airline operates at FLL, in relation to the current federal ("Stage 3") noise standards for airline jets, and also in relation to the fleets other airlines operate at FLL. The report lists the total jet operations at

FLL by carrier and a "Cumulative Below Stage 3 Limit" value for those operations. By focusing on the aircraft types that airlines actually use at FLL, rather than the airlines' overall fleets, it will assist individual airlines in making informed decisions regarding the aircraft models they schedule to fly into and out of FLL. This information will assist them to improve their overall Fleet Noise Score.

HIGH NOISE EVENT REPORTS

High Noise Event Reports for arrivals and departures summarize contributions major operator categories make to noise experienced in the FLL environs, by listing the number of aircraft noise measurements that exceed a Sound Exposure Level (SEL) of 85 dB (see definitions). 85 dB SEL is a significant threshold, because it is the level at which several adverse community impacts begin to be experienced

RUNWAY USE TRENDS

This report provides a tabular and graphical summary of overall runway use during the report period. These reports allow residents near the airport to understand, at a glance, the usage of runways that most affect them.

FLIGHT TRACK DENSITY PLOTS

Flight track density plots show the relative use of the airspace surrounding FLL. Color ranges are assigned based on the relative density of traffic (from low to high) for several categories:

- Air Carrier Jet Departures
- Air Carrier Jet Arrivals
- All Other Departures
- All Other Arrivals

DEFINITIONS

Decibel (dB): A logarithmic measurement of sound intensity.

Sound Exposure Level (SEL): A term used to describe the total sound energy from a single aircraft noise event. It takes into account both the noise level and the duration of the event.

Effective Perceived Noise Decibels (EPNdB): A noise metric FAA uses in setting noise standards that jet aircraft and larger propeller-driven aircraft must meet to operate in the U.S.

Fleet Noise Report

Average Decibels Above or Below Federal Noise Standard
First Quarter 2009 (January 1 – March 31)

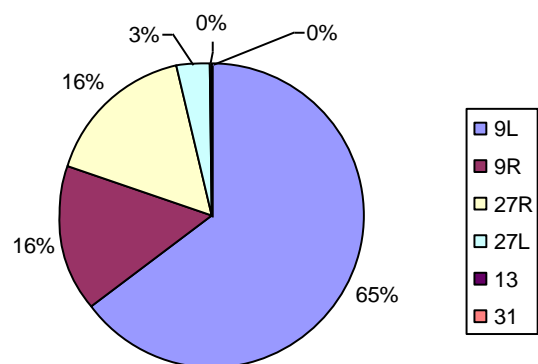
Airline	Total Jet Operations at FLL 1/1 - 3/31/09	Average Difference from Fed. Standard (Cum. EPNdB)	Below Federal Standard	Above Federal Standard
Major				
Airtran Airways Inc	3075	-25.4		
Frontier Airlines Inc	170	-23.2		
Spirit Airlines Inc	7386	-22.7		
Continental Air Lines Inc	2469	-22.5		
Northwest Airlines Inc	1393	-21.1		
Southwest Airlines Co	8593	-20.7		
America West Airlines	3433	-20.4		
Delta Air Lines Inc	4600	-18.0		
Jetblue Airways Corp	4983	-17.5		
United Air Lines	1	-17.5		
American Airlines Inc	1982	-16.4		
Premierair	14	-14.6		
Allegiant Air Inc	419	-6.9		
Bahamasair Holdings Ltd	333	-0.3		
Regional				
Comair Inc	174	-36.1		
Express Airlines I Inc D/B/A Northwest Airlink	148	-36.1		
International & Charter				
Corporte Wings, Inc.	11	-36.1		
Britt Airways Inc	41	-36.1		
Air Wisconsin	21	-36.1		
Sabre Airways	2	-36.1		
North American Airlines Inc	1	-27.9		
Finair	22	-27.9		
Skyservice F.B.O. Inc	75	-27.9		
Avianca, Aerovias Nacionales De Colombia, S.A.	157	-26.6		
Canjet	90	-21.0		
Westjet Airlines Ltd	599	-21.0		
Bwia International Airways Limited	167	-21.0		
Piedmont Aviation Services	4	-20.0		
Miami Air International Inc	65	-19.3		
Air Jamaica	660	-17.8		
Air Canada	1184	-17.0		
Air Transat	33	-14.8		
Japan Air Lines	2	-12.4		
Ameristar Jet Charter	3	-0.8		
Cargo				
United Parcel Service Co	119	-27.9		
Air Transport International Llc	2	-22.2		
Dhl Worldwide Express	2	-22.2		
Federal Express Corporation	512	-11.8		
Capital Cargo International Air	89	-0.2		

Runway Use Summary Report

Arrivals Runway Use for All Aircraft Types
First Quarter 2009 (January 1 – March 31)



Runway	Arrivals
9L - North Runway, east flow	21601
9R - South runway, east flow	5265
27R -North runway, west flow	5405
27L - South runway, west flow	1157
13 - Diagonal runway, south flow	53
31 - Diagonal runway, north flow	26



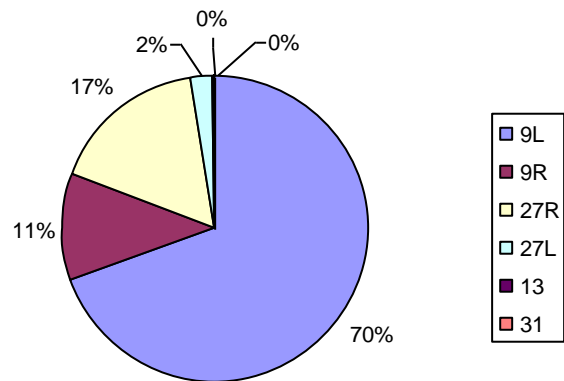
Runway Use Summary Report

Departures Runway Use for All Aircraft Types

First Quarter 2009 (January 1 – March 31)

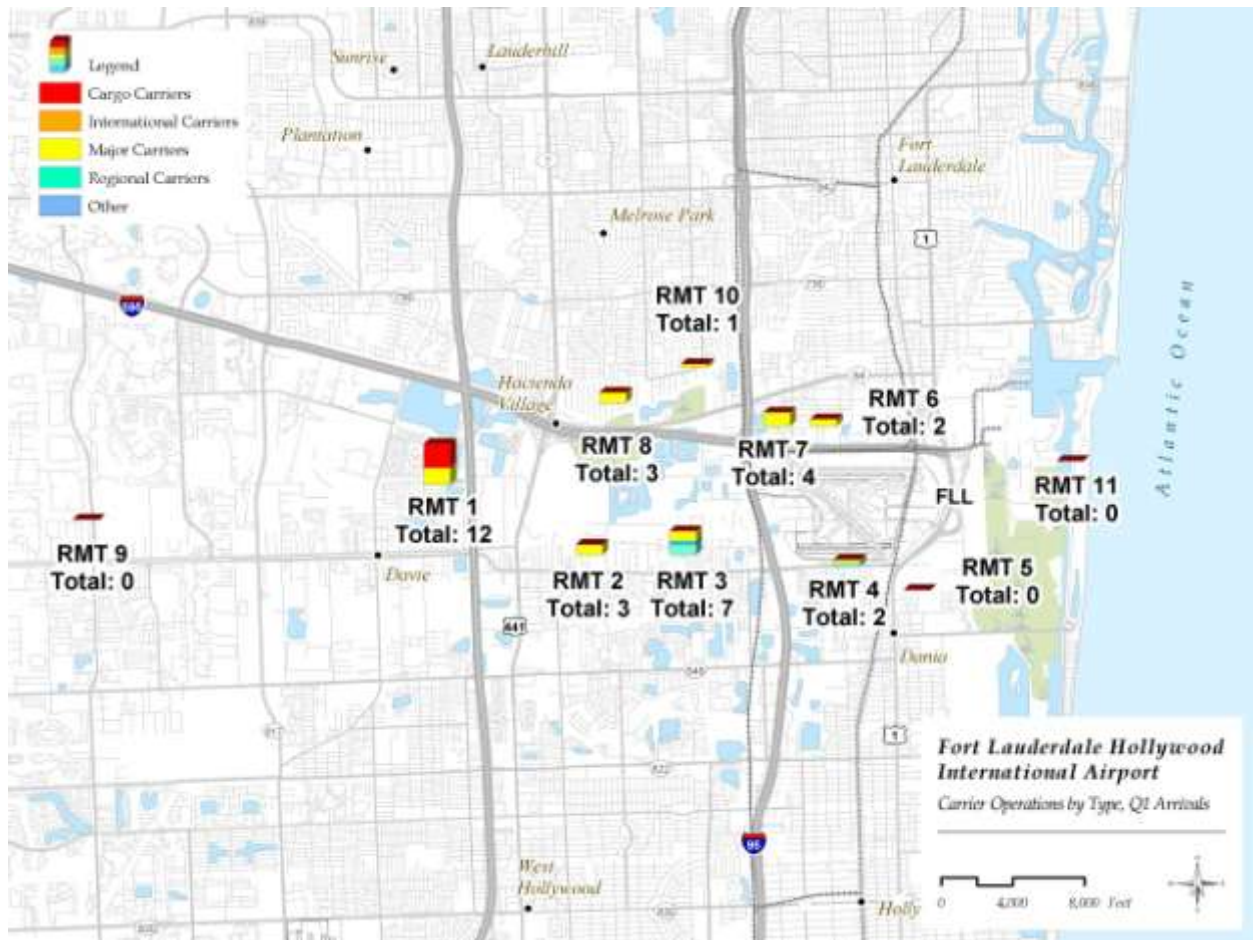


Runway	Departures
9L - North runway, east flow	22968
9R - South runway, east flow	3733
27R -North runway, west flow	5510
27L - South runway, west flow	788
13 - Diagonal runway, south flow	55
31 - Diagonal runway, north flow	17



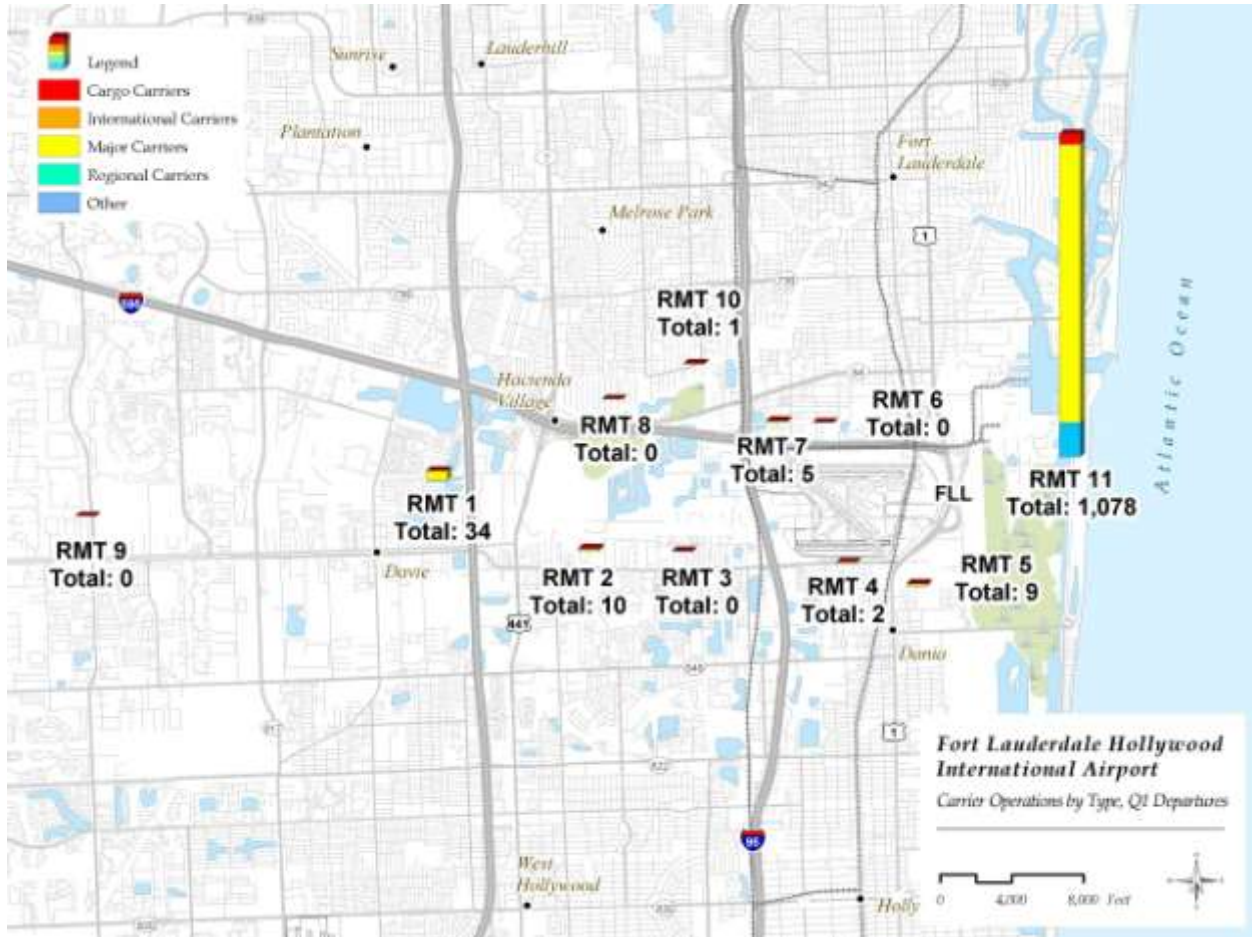
High Noise Events- Arrivals

For Monitor Locations 1-11
First Quarter 2009 (January 1 – March 31)



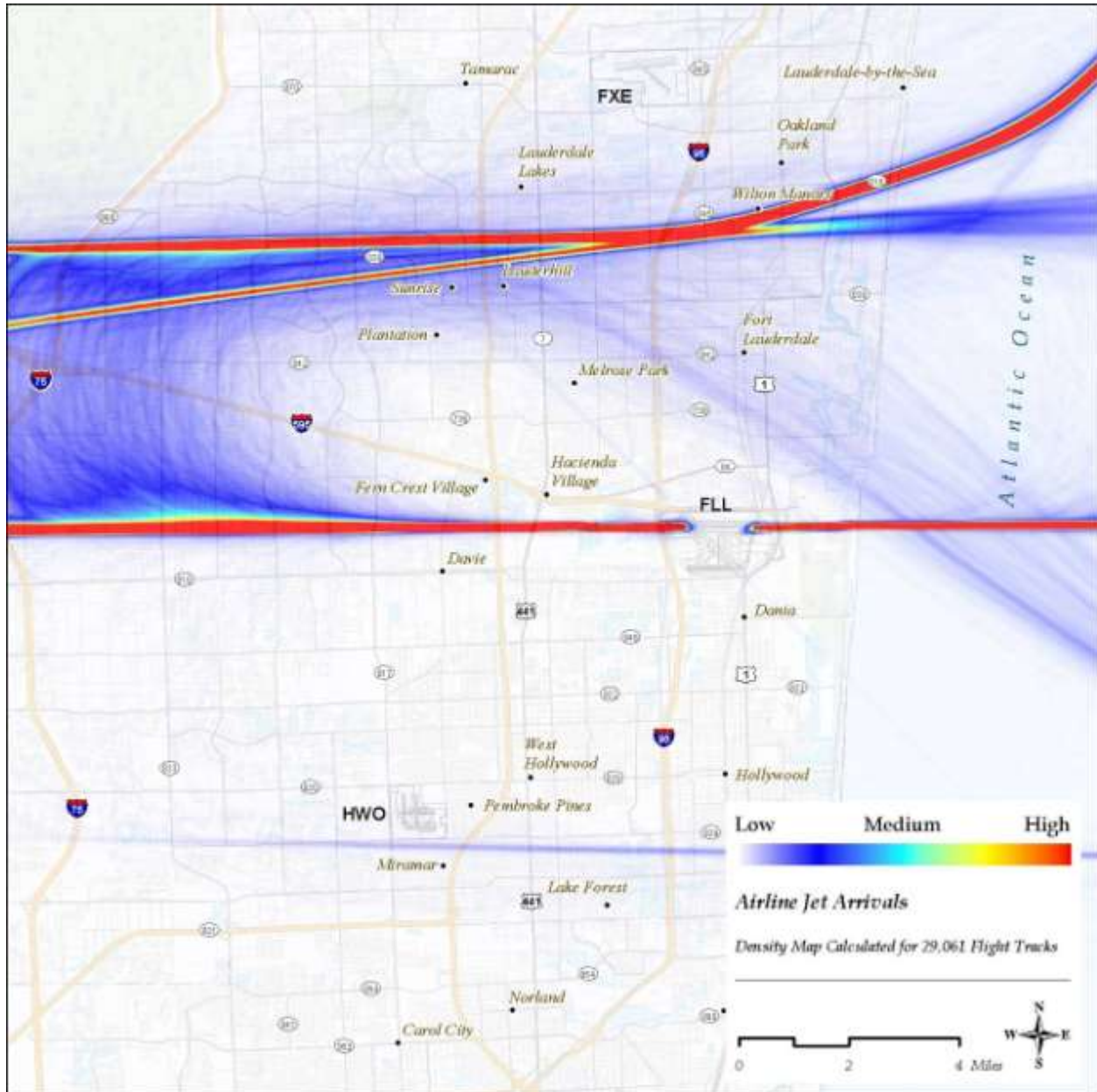
High Noise Events- Departures

For Monitor Locations 1-11
First Quarter 2009 (January 1 – March 31)



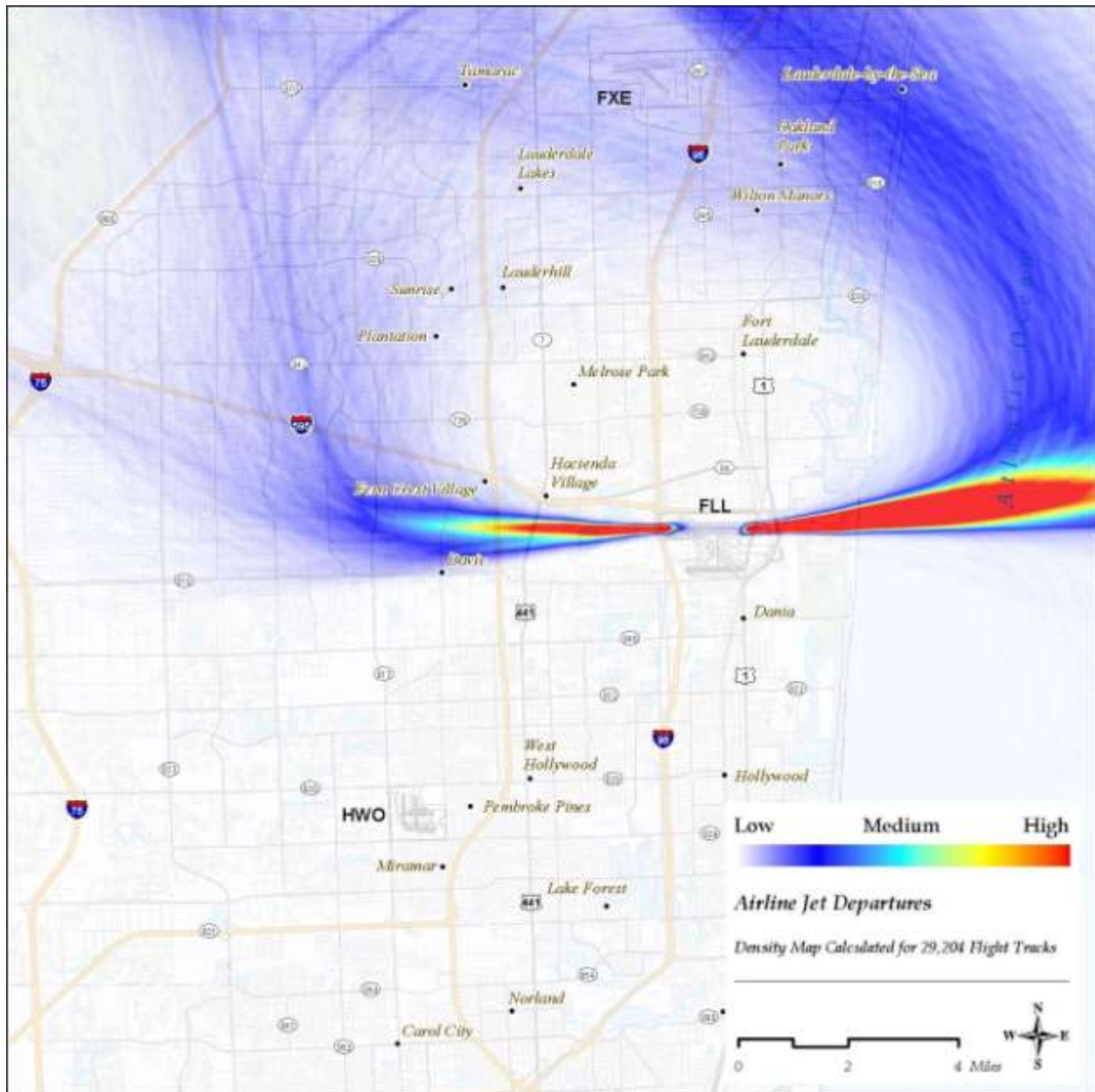
Relative Airspace Density

For All Scheduled Passenger and Cargo Jet Arrivals
First Quarter 2009 (January 1 – March 31)



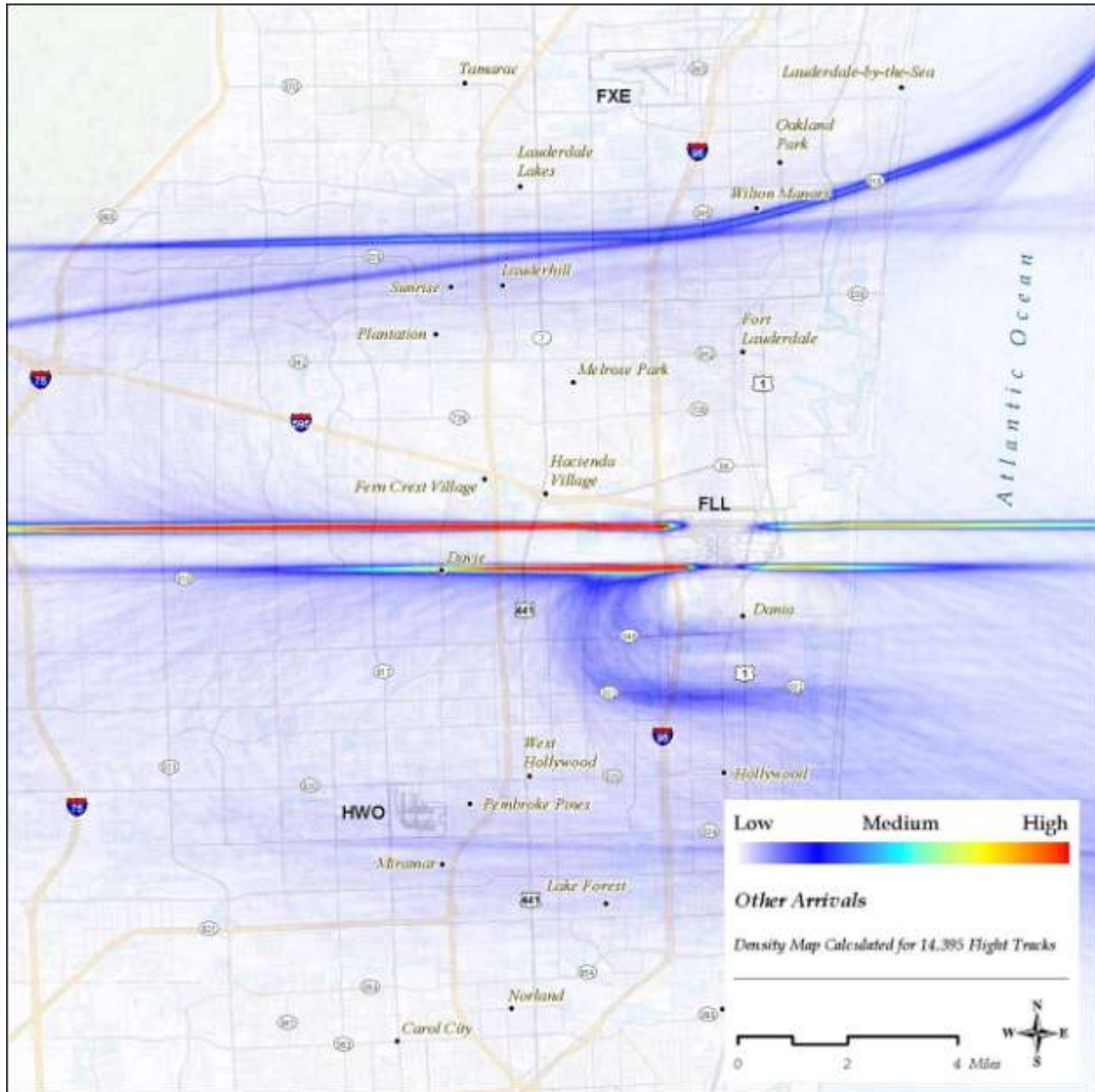
Relative Airspace Density

For All Scheduled Passenger and Cargo Jet Departures
First Quarter 2009 (January 1 – March 31)



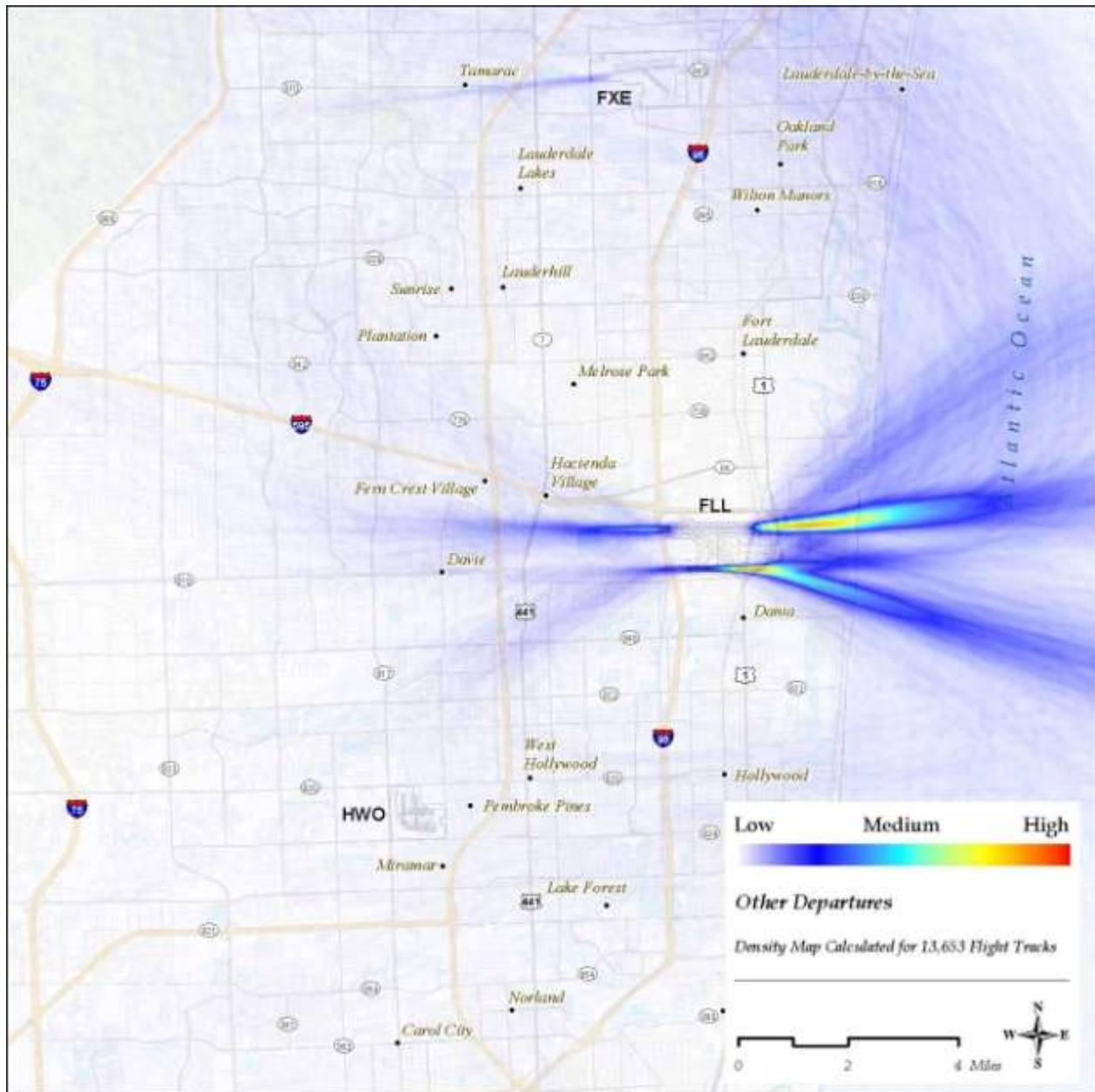
Relative Airspace Density

For All Propeller and Non-Scheduled Jet Arrivals
First Quarter 2009 (January 1 – March 31)



Relative Airspace Density

For All Propeller and Non-Scheduled Jet Departures
First Quarter 2009 (January 1 – March 31)



OTHER PROJECTS

There are several projects ongoing at FLL. The status of each is provided below.

PROPOSED SOUTH RUNWAY EXPANSION ENVIRONMENTAL IMPACT STUDY (EIS)

On March 31, 2007, the FAA issued the Draft Environmental Impact Statement (EIS). The five-volume document discusses nine runway alternatives, their potential impacts, and estimated costs.

In June 2008, the FAA issued the Final EIS that identified a preferred alternative and any potential mitigation. On December 19, 2008, the FAA provided a Record of Decision (ROD) that identified B1b as the preferred runway alternative.

Currently, the Final EIS and the ROD are available at www.fll.net or on CDs. To request the CDs, call 954-359-6177

MASTER PLAN UPDATE

From February 2006 to the spring of 2007 Jacobs Consultancy continued to work on Phase 2 of the Master Plan. During this time, however, there was a significant change in the FAA's Terminal Area Forecast (TAF) from 2005 to 2006. The FAA's TAF is the basis of the analysis of the EIS and caused a revision of all the data in that document. Subsequently, this change also required a change in the Master Plan data to reflect consistency and use the 2006 TAF.

This change necessitated a Phase 3 to the Master Plan. In August 2007 Jacobs Consultancy was given a Notice to Proceed (NTP) for Phase 3 of the Master Plan. On November 22, 2007, BCAD staff met with the airlines and reduced the terminal layout options from five to two.

On January 09, 2008 BCAD staff met with airlines and refined the terminal layout further to define a short-term, ten-year program and a long-term, 20-year terminal development scenario. Financial analysis was also provided for the 10-year program.

On January 22 2008, a workshop presented the concepts from the airline meeting to the Board of County Commissioners.

With the delivery of the Record of Decision in December 2008, the Master Plan is moving forward to completion by Spring 2009.

GREEN AIRPORT INITIATIVE

The Green Airport Initiative is a five-phase process designed to help FLL improve environmental quality and efficiency, and become a community model for sustainable development. The first phase, completed in late 2005, measured the environment conditions

at the airport in five areas: air quality, water quality, solid waste, noise, and energy use.

The second phase of the study, completed in November 2007, resulted in recommendations to minimize FLL's environmental impact. Many of these recommendations have been implemented at FLL. Examples include expanded recycling activities in the terminal complex; improvements to our irrigation to reduce water use; the development of best management practices for tenants and facilities to reduce waste and pollution; and the installation of energy efficient HVAC equipment and controls. Longer term recommendations such as the use of LEED criteria in development projects are incorporated as practicable.

NOISE COMPATIBILITY STUDY

On November 6, 2007, the County Commissioners authorized the Aviation Department to submit Noise Mitigation Principles to the FAA for consideration and inclusion in the EIS/ROD.

The Record of Decision indicated a runway B1b that was contrary to the Sponsor's proposed project. Staff is currently analyzing the ROD to determine its impacts on the Part 150 study.

NOISE MITIGATION PROGRAM

In August 2008, the Broward County Board of County Commissioners approved a 50 Unit Voluntary Residential Sound Insulation Pilot Program. The program will be used to assist in development of a foundation for a Noise Mitigation Program. The pilot program is in the start up phase and will be implemented in the near future.

COMMUNITY OUTREACH

Fort Lauderdale-Hollywood International Airport's Community Outreach Office provides area residents with information about the airport and its related projects. Residents can contact the Community Outreach Office with their questions.

To receive e-mail notices about future meetings or updates on these projects, send your name and email address to asiegel@broward.org, or call 954-359-6977.

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