

“WRITE YOUR OWN” METROPLEX COMMENT IDEAS

These are suggested ideas for you to use if you plan to write your own comment about Metroplex. Please elaborate for each idea when you use it.

The 5000 page Metroplex Environmental Assessment is so complicated that only an aerospace engineer can understand it. It is not written for laypersons to understand. You have never provided a concise, simple, and exact explanation of how Metroplex will affect nearby neighborhoods during the first 60 seconds of flight, when the effects of noise are the greatest.

Your virtual workshops were vague and answers you gave to questions were often inexact and misleading. You stated that west departures would be south of I595, but your actual data shows plenty of flight tracks north of I595. We had no opportunity to discuss this project one-on-one with you, nor could we ask follow-up questions to answers you provided. This should have been at a live, in-person workshop like last year. Using COVID as an excuse to run virtual workshops instead of waiting until in-person workshops can be conducted is totally unfair to every resident affected by this project.

In the virtual workshops, you stated that westbound departures will stay south of I595. However, your own graphics that you provide with Google Earth, show that is not true, and you will make the noise situation worse than it is now for southwest Fort Lauderdale.

You have stated that the noise situation will not change. What this really means is that the noise situation in southwest Fort Lauderdale is already horrible, and will continue to be horrible with Metroplex. You can solve the noise situation by adjusting DREDS and/or SEAZZ, but you refuse to do so. But you do not provide any factual statistics from any studies as to why you cannot adjust these waypoints.

The FAA Reauthorization Act of 2018, Sec. 175, requires the FAA to consider diverging departure flight paths or lateral spacing to address community noise concerns when proposing or adjusting departure procedures, if requested by the airport operator and community leaders. BCAD and the City of Fort Lauderdale have made such requests to you, but you have ignored them and Sec. 175.

I doubt that you will incorporate any changes requested in the comments you receive for this Metroplex Project, and you are just forcing this whole project upon us. You received hundreds of comments from

your workshops in April 2019, but you never tabulated them nor did you share them with the public. You say you “considered” them, but your plan now is virtually the same plan that you presented last year with no changes. I don’t believe you considered those comments at all from last year, and that you won’t consider the comments you receive now.

Metroplex is using essentially the same westward departure patterns that were established when the new south runway opened in 2014. These patterns cause deafening noise for southwest Fort Lauderdale. We object to your using these same patterns for the north runway, when you can actually improve the noise situation for this area by using waypoints farther west, thereby putting flights over industrial areas west of the airport, where they were before the new runway opened.

Locating the waypoint DREDS as a fly-by waypoint will make the noise situation worse in southwest Fort Lauderdale as shown in your own graphics. You can use SEAZZ for all north runway departures and stagger occasional simultaneous flights as necessary

The 290 heading was originally established in 2014 to provide 15 degrees of separation for safety. Now you say you need to keep this heading essentially unchanged for “efficiency.” This is bogus. The airport ran just fine with only one runway for four months last year for all takeoffs and landings. Having both runways operational now gives you all the capacity you need to put all departures on due west headings, and stagger the occasional simultaneous departures.

In the virtual workshops, you stated that you decreased the dispersion angle for flights off the north runway from 15 degrees to 11 degrees. This change is insignificant. To reduce the noise in southwest Fort Lauderdale, you need to put all departures on a due west heading, over industrial areas, and stagger the occasional simultaneous departure.

In the virtual workshops, you stated you moved the DREDS waypoint farther west. However, the actual distance this waypoint was moved is miniscule. DREDS needs to be moved a mile west or SEAZZ needs to be used for all departures on the north runway.

You stated during the workshops that using runway heading, which is due west, for all departures from the north runway, could not be done because it would affect sequencing and efficiency. Yet you do not provide numbers from any study you have done to substantiate this.