

Comment for the BCAD Part 150 Study

I request that my comments on this page be entered into the official record of the Part150 Airport Noise Compatibility Planning Study being conducted for Fort Lauderdale-Hollywood International Airport. I also request that all notifications of future meetings for Public Input be sent to my email address.

My Name & Address: _____

My email address: _____

I live in the Lauderdale Isles neighborhood in southwest Fort Lauderdale. Our neighborhood has become severely impacted by the unbearable aircraft noise and constant overflights since the westward departure procedure for the north runway changed after the opening of the new south runway. This is due to the original departure heading being changed from 275 to 290.

1. We were told by officials of BCAD and the FAA that the change from 275 degrees to 290 degrees was necessary for "safety" reasons for **simultaneous departures** from the South and North runways.
2. When assigned the 290 heading, pilots begin that turn as soon as the aircraft "wheels up" instead of waiting till the end of the runway, thereby not using the designated flight path south of I595. Additionally, "Pilots will also be requested to maintain their heading within the respective corridor until an altitude of 3,000 feet, or a distance from the runway end of three miles is reached (standard departure for FLL)".¹ This is not being complied with.
3. We were then told that the new departure procedures are in accordance with the Environmental Impact Study (EIS) for 2008. "The additional turns are needed to obtain minimum separation **during simultaneous departures**".² *[emphasis added]*.
4. The EIS 2008 does not address the noise levels over our community if new departure procedures are implemented and only one noise reading was taken for the EIS: for an arrival on Tortugas Lane.³
5. There is **no mention** of simultaneous versus non-simultaneous departures in the Miami ATCT and Fort Lauderdale ATCT document.⁴
6. These new departures were implemented with no public input from our community.

HOWEVER, despite the FAA's requirement for the 290 heading for 15 degrees of separation, the reality is that for west departures:

- Numerous departing flights on the south runway are assigned a 290 heading, which crosses over the flight path of the north runway and is obviously not in compliance with the requirement for 15 degrees of separation
- Numerous departing flights on the north runway are still assigned the 275 heading every day that westward departures are used, which is obviously not in compliance with the requirement for 15 degrees of separation
- As both 275 and 290 are assigned from both runways throughout the day, a reasonable person can only conclude that the 290 heading is used strictly for convenience and NOT FOR SAFETY.
- The tower is able to assign these headings because it staggers the takeoffs.

And since the staggering of departures is normal operating procedure now, we maintain that all flights can use the original 275 heading with departures being staggered as necessary. Using the 275 heading exclusively for both runways with staggered departures, when necessary, greatly diminishes the horrendous aircraft noise to which the neighborhoods in southwest Fort Lauderdale are exposed during westward departures.

Simply stated, since the departures are staggered on 290 headings, there is no reason they cannot be staggered on 275 headings.

¹Letter from Kent George to Mayor Jack Seiler, August 3, 2015.

²Environmental Impact Study 2008, Page 6C-20: "Runway 9L27R departure tracks were supplemented with 15-degree and 30-degree turns to the North. Runway 9R/27L departure tracks were supplemented with 15-degree turns to the South. The additional turns are needed to obtain minimum separation during simultaneous departures".

³ EIS 2008: Appendix H, Page H.1-6 TM29

⁴ Miami ATCT and Fort Lauderdale ATCT letter dated August 3, 2015. Also states, Page 3, "the 290 (west) heading must be used for all departures to gates ARKES/ZAPPA/BAHMA [sic] and 275 (West) MNATE [sic].