

## OPERATIONAL MEASURES

Noise Abatement Measure Number	Description	NCP Pages
1 .....	Preferential Flight Tracks: This measure recommends continued use of preferential flight tracks at the Airport as diagrammed on the exhibits in Appendix A of the NCP report. These procedures are implemented through the Informal Runway Use Program, Appendix B. FAA Action: Approved as a voluntary measure.	Pgs. 6-1, 6-10, 6-11 and 7-1; Table 7-1; and Appendices A and B.
2 .....	Noise Abatement Departure Procedures: This measure recommends continued use of existing noise abatement departure procedures at the Airport as indicated in the Informal Runway Use Program (Appendix B). Departures 9L, 9R, 27R, 27L: Remain on runway heading until 3,000 feet or three (3) miles. Departure 13: Turn left heading 090 degrees as soon as practical, maintain 090 degrees until reaching 3,000 feet or three (3) miles. Departure 31: Turn left heading 270 degrees as soon as practical, maintain 270 degrees until reaching 3,000 feet or three (3) miles. FAA Action: Approved as a voluntary measure.	Pgs. 6-1, 6-10, 6-11 and 7-1; Table 7-1; and Appendix B.
3 .....	Preferential Runway Use: This measure recommends continued preferential runway use provided in the Airport's Informal Runway Use Program (Appendix B). The program applies to all turbojet aircraft regardless of weight and includes the following runway use procedures. Runway 9L is the preferred runway and is the calm wind runway. All turbojet arrivals and departures will use Runway 9L-27R. Runway 9R-27L is closed from 2200-0700 local time for noise abatement. This nighttime closure of Runway 9R-27L has not affected the operational capability and capacity of Runway 9L-27R. FAA Action: Approved as a voluntary measure.	Pgs. 6-1, 6-2, 6-10, 6-11, 6-31, 6-32, 7-1; Table 7-1; and Appendix B.
4 .....	Airport Noise Monitoring Program: This measure will continue the Airport Noise Monitoring Program to include, among other things, provision of staff services by the Broward County Aviation Department (BCAD) on behalf of the Airport Noise Abatement Committee (ANAC), monitoring the operation of the Airport's permanent noise monitoring system, administration of an Airport users education program, and administration of a public information program as described in the Fort Lauderdale-Hollywood International Airport FAR Part 150 Program Update. FAA Action: Approved.	Pgs. 6-2, 6-3, 6-10, 6-11, 7-1, 7-2; and Table 7-1.
5 .....	Test of Noise Abatement Departure Profiles: This measure recommends a test of the noise abatement departure profiles (NADPs) described in FAA Advisory Circular 91-53A be conducted at FLL to determine the noise-related benefits of requesting the airlines serving the Airport to use either "close-in" or "distant" community NADP when specific aircraft types are being operated on specific runways. The test will measure differences in SEL values and be used to calculate the anticipated changes in cumulative noise exposure. Test results will be used to prepare recommendations for selection of the NADP with the greatest noise benefit for individual aircraft types being operated from the different runways at the Airport. Such recommendations would be implemented by seeking voluntary compliance from the airlines serving the Airport. FAA Action: Approved in concept. FAA approves further study to determine whether a close-in or distant procedure is the most beneficial for particular runways. However, an actual test of procedures is not necessary as the benefits of the procedures described in FAA Advisory Circular 91-53A may be modeled using the INM.	Pgs. 6-11, 6-12, 7-2; and Table 7-1.
6 .....	Stage 2 Preferential Runway Use: This measure recommends BCAD and the ATCT manager take all actions necessary to restrict all stage 2 aircraft to Runway 9L-27R except when wind, weather, maintenance, operational, or emergency conditions require the use of Runway 13-31 or 9R-27L. In addition to air carriers, this would include any Stage 2 business jets as well as air taxi/commuter aircraft. The NCP recommends implementing this measure in the Tower Order through an amendment to the Informal Runway Use Program. Stage 2 business jet operations on Runway 9R-27L are considered to be largely responsible for sideline noise impacts immediately south of the airport (in the Melaleuca Gardens neighborhood). FAA Action: Approved as voluntary.	Pgs. 6-13, 7-2, 7-3; Table 7-1; and Appendix B.
7 .....	Relocate Engine Maintenance Runup Facility: This measure will relocate the aircraft engine maintenance runup facility from its present site on Runway 13-31 to the east end of Runway 9L-27R following removal of the BCAD "Chassis Master" maintenance area from the latter location. Engine noise at the new location can be directed toward the east away from any existing or planned residential development. FAA Action: Approved.	Pgs. 6-14 to 6-17, 7-3; and Table 7-1.
8 .....	Permanent Noise and Operations Monitoring System: It is recommended the 1987 FAR Part 150 Noise Compatibility Program be amended to include the installation and use of a permanent noise and operations monitoring system at the Airport. This includes reimbursement for the existing permanent monitoring system and the installation of a radar direct connect to upgrade the system. (pgs. 6-2, 6-3, 7-3; and Table 7-1). FAA Action: Approved.	Pgs. 6-2, 6-3, 7-3; and Table 7-1.