



AVIATION DEPARTMENT - Fort Lauderdale/Hollywood International Airport
100 Aviation Boulevard • Fort Lauderdale, Florida 33315 • 954-359-6100

November 15, 2011

**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 for the ANAC Meeting held on September 12, 2011, along with the monthly reports for August through October, 2011.

Also, enclosed is an Agenda for the next ANAC meeting to be held on December 15, 2011, at 6:00 p.m. in the **General Training Room** at the BCAD Administrative Offices located at 100 Aviation Blvd., Fort Lauderdale FL, 33315.

Additionally, enclosed you will find notification regarding the closure of the main runway at the Fort Lauderdale-Hollywood International Airport beginning on Monday, December 12, 2011, for routine maintenance which includes rubber removal and other airfield work.

Please feel free to contact me at (954)359-6181 or at wcannicle@broward.org should you have any questions or need any further information.

Sincerely,

A handwritten signature in black ink, appearing to read "WBC", is written over a light blue circular stamp.

Winston B. Cannicle
BCAD Noise Information Officer

WBC/mbs

Broward County Aviation Department / Fort Lauderdale – Hollywood international Airport
 Airport Noise Abatement Committee – September 12, 2011 Meeting Minutes

DATE: Monday, September 12, 2011, 6:00 P.M.

LOCATION: Broward County Aviation Department Administrative Offices Auditorium
 100 Aviation Boulevard
 Fort Lauderdale, FL 33315

<u>Committee Member</u> <u>(Organization Represented)</u>	<u>Present/Absent</u>	<u>Cumulative Attendance</u> (10/01/08 - 6/13/11)	
		<u>Present</u>	<u>Absent</u>
Dr. Michael Richmond (Chair)	P	11	2
Ernie Siegrist (RMT#1)	P	10	3
Gary Luedtke (RMT#2)	P	11	1
Jay Field (RMT#3)	P	11	2
Mike McKeever (RMT#4)	P	8	4
Rae Sandler (RMT#5)	A	11	2
Vacant (RMT#6)	A	0	0
Dave Reich (RMT#7)	A	7	6
Bud Johnson (RMT#8)	A	10	3
JM Gizzo (RMT #8 Alt.	A	1	1
Duncan Bossle (RMT#9)	P	13	0
Rudy Herman (RMT#10)	A	4	9
Deborah Van Valkenburgh (RMT#10 Alt.)	A	10	3
Lee Gottlieb (RMT#11)	P	7	6
Irwin Oster (City of Hollywood)	A	0	13
Samora Emmanuel (Jet Blue)	A	5	8
James Vaughn (US Airways)	A	1	12
George Counts (RMT#8)	P	13	0
Leonor Ortiz (RMT#9 Alt.)	A	2	9
John Clark (Spirit Airlines)	A	3	9
Vacant (FBO Representative)	A	0	0
Vacant (Southwest Airlines)	A	0	0
John Higgins (Delta Airlines)	A	4	6
Robert Berluca (FAA)	A	9	4
Theodore Delnegri for Robert Berluca (FAA)	P	1	–

RMT = Representative for neighborhood containing the identified Remote Monitoring Terminal
 Alt. = Alternate RMT representative

Airport/County Staff

Winston Cannicle – BCAD Jacques Beaumier – BCAD Jamie McCluskie – BCAD
 Ismael Bonilla – BCAD

Acoustical Consulting Team Members

Ted Baldwin – HMMH Carla Hankerson and Justina Hicklyn – DCS

Visitors

Florence Straugh – Fort Lauderdale Executive Airport; Richard Reasoner – Resident (Acted as Alternate for RMT #10); Frank Lipson – Resident; Chris Johnston – Resident (Alternate for RMT #4).

1. WELCOME

Dr. Richmond called the meeting of the Airport Noise Abatement Committee (ANAC) for Fort Lauderdale–Hollywood International Airport (FLL) to order at 6:00 p.m.

Dr. Richmond noted that Bud Johnson is recuperating from surgery and is doing very well. Each Committee member, airport staff member, and visitor was given the opportunity to introduce themselves.

Dr. Richmond stated that the ANAC would not discuss the *Sun-Sentinel* article about the County's negotiations with Dania Beach regarding the runway extension because it is related to litigation. However, when the case is settled, the ANAC will consider how it affects noise abatement procedures.

2. APPROVAL OF MINUTES

Dr. Richmond asked for a motion to approve the June 13, 2011 meeting minutes.

Mr. Field proposed amending the minutes regarding his opinion that the newspaper article about the pilot sound insulation project gave the erroneous impression that the expansion was necessary for the runway, not the terminal projects. Dr. Richmond asked Mr. Field to propose specific wording for the amendment. Mr. Field responded: "Mr. Field made a statement that the number of operations was flat and that the article might have left the erroneous impression that the runway expansion was necessary because of passenger traffic." The committee unanimously approved this amendment.

Mr. Luedtke requested that the minutes be amended to show that he attended the June 13, 2011 meeting. He sat in the audience instead of on the dais. He added that Mr. Wright, his usual substitute, also was in the audience. The committee unanimously approved this amendment.

Mr. Luedtke also requested that the minutes be expanded under item 3 ("Old Business") to include the comments he made at the June meeting, as follow: "Mr. Luedtke commented that it was supposedly settled and agreed many years ago that FLL would stop deceiving the public about need for more runway capacity by stating the number of passengers that FLL accommodates. Passengers have never been seen on the runways. Only the number of airplane operations is pertinent to the need for runway capacity. 2010 airplane operations on the runway, although they increased 1% over 2009, are down approximately 18% from a prior most-active year. Thus there is no foreseeable need for runway expansion. So in that newspaper article, FLL's spokesman is again returning to trying to deceive the public." The committee unanimously approved this amendment.

Mr. Johnston requested that the minutes be amended to reflect his attendance. He noted that the meeting minutes list him as a visitor but he is the alternate for remote #4. There was not enough room for him at the table, so he sat in the back of the room. Dr. Richmond requested that the minutes reflect both his attendance and status as the remote #4 alternate. The committee unanimously approved these corrections.

Dr. Richmond asked for a motion to approve the minutes as amended. The motion was made by Mr. Bossle and seconded by Mr. Luedtke. The minutes stand as corrected.

3. OLD BUSINESS

Dr. Richmond stated there are two open issues related to resolutions approved at the June 13, 2011 committee meeting.

The first issue relates to Mr. Field's motion (as amended and approved at the June 13, 2011 meeting) that the ANAC support returning the preferred noise abatement departure procedure for the east-west parallel runways to the "distant" procedure at the end of the closure of those runways, leaving the close-in procedure on the diagonal runway. Mr. Cannicle stated that the NADP resolution was sent to the Director of Aviation, Mr. George, for his decision regarding presenting it to the Board of County Commissioners.

The second recommendation relates to Ms. Sandler's motion (as amended and approved at the June 13, 2011 meeting) requesting that new noise monitors be installed in the vicinity of the north end of Hollywood near the south end of John Lloyd Park, and in Davie west of the south runway. Mr. Cannicle

stated that the BCAD is taking this request under advisement, with regard to budgeting, procurement, and related matters that are going to take time to resolve.

Dr. Richmond asked if there was any further old business.

Mr. Cannicle stated that the ANAC Charter Subcommittee, needs to reconvene to revisit some of the recommendations that were made earlier in the year.

Mr. Field was concerned that once the work is completed, there would not be a voting quorum under the old bylaws to approve the new bylaws. Therefore, how would the new bylaws get approved?

Dr. Richmond asked that the subcommittee meet to discuss the issue after the meeting. He stated that the industry is concerned about the representation being so structured and that he believed industry representatives would come to a meeting for a vote if changes were drafted to address this matter.

Mr. Field restated that his concern that it would be difficult to obtain a quorum to vote on proposed changes. Dr. Richmond responded that Mr. Field's concern is well taken, but he believes those changes would get the industry to vote on the proposal. Mr. Field asked for something in writing to the subcommittee. Dr. Richmond restated that they could discuss the issue after the meeting.

4. NOISE OFFICE UPDATE

Runway 13/31 is active between midnight and 5:30 a.m. starting this morning through September 19 due to closure of the main runway. The main runway is being closed for routine maintenance that includes rubber removal and other airfield work. Mr. Cannicle asked that ANAC members speak to their communities let them know Runway 13/31 is the only alternative when the main runway is closed and may be used periodically due to weather, if there is an issue affecting use of the north parallel runway.

Mr. Reasoner asked if last week's closure was related to the prior work that was intended to be done during the previously planned and announced closure. Mr. Cannicle responded that it was not specifically related to that work. There are sections of the older pavement that had some degradation but it had nothing to do with the new work. Damaged pavement required an emergency closure for 24 hours. That work has been completed. Mr. Reasoner asked if it is a permanent or temporary repair. Mr. Cannicle responded that it is more of a permanent repair because the work was done and it had time to cure; however, he would verify that with the Operations Department. Mr. Reasoner asked when the extended work on Runway 9L/27R (at the I-95 end) would be completed. Mr. Cannicle responded that he was not aware of that work and that he would contact Operations.

Mr. Counts asked if this is a specification or supplier problem. Mr. Cannicle said he did not know.

Mr. Field asked for a response to his previous inquiry about using the taxiways while the runway was closed. Mr. Cannicle responded that the ANAC meeting was not the forum for that conversation and referred Mr. Field to the Community Outreach Coordinator.

Dr. Richmond suggested Mr. Reasoner, Mr. Field, and Mr. Counts e-mail their concerns to Mr. Cannicle.

Mr. Cannicle resumed the Power Point Presentation. He stated that BCAD has been posting information on the website and solicited the committee's feedback on it.

Mr. Johnston asked if Allan Siegel is responsible for the website. Mr. Cannicle responded that his department provides the information and Mr. Siegel uploads it to the website.

Mr. Johnston stated that he wanted Broward County Resolution 2011-314 incorporated into the minutes or he would read the resolution into the minutes. (See attached resolution). He also stated several times that he wanted all of his comments entered into the minutes **verbatim**. "Before me I have that resolution, I won't read the whole thing, but the final two lines say, *'Be it resolved that the Board of County Commissioners of Broward County Florida Section 1 that the Director of Aviation is hereby authorized to take any and all actions necessary to implement the use of the ICAO close-in noise abatement departure procedure.'* This close-in procedure is also referenced by ICAO as ICAO-1 procedure. In the past they might have referred to it as ICAO-A. At the current time, they are referring to it as ICAO-1 close-in

NADP. *‘Effective date of this resolution shall become effective upon adoption.’* At this point, I have run into an inability to get my points communicated and implemented. Winston, as you are well aware of from my emails, and I think you have been copied on quite a number of them, I think most of the individuals here at this presentation – at this meeting – have been copied on these e-mails, where it impacts Broward County Commissioners is that I am unable to get the Director to go ahead and notify not just the tenant airlines but others as well, whether it is Southwest, Jet Blue, Delta, or Spirit. You know there are other operators that operate heavy jets into and out of this airport, other than just your tenant airlines. The only way to notify those individual pilots that operate in and out of this airport is through the Jeppesen pages. That’s an industry standard format.”

Mr. Cannicle stated that he received Mr. Johnston’s comments and called Jeppesen. They stated that as a policy they are no longer including the noise abatement information in their publication. Mr. Cannicle called the FAA and they said they also are not publicizing information specifically related to noise abatement for any airport with the exception of Washington, D.C. Jeppesen anticipates some discussion with the FAA on this matter, which might lead to them resuming publication of the information.

Mr. Johnston responded that there is a recent development that came out within the last four to six weeks. He stated it was very common that they published the local noise abatement procedures for those airports that wanted those items published years before Jeppesen. They were in the 10-4 page. Several airports participated in this procedure years ago, such as Newark, LaGuardia, and Kennedy. He asked Mr. Cannicle to confirm that airports other than Washington, D.C. could not have noise abatement procedures published in the Jeppesen pages at this time. Mr. Cannicle confirmed.

Dr. Richmond asked Mr. Delnegri if he had any comments on behalf of the FAA Air Traffic Control Tower. Mr. Delnegri stated he did not.

Mr. Johnston stated that the industry typically publicizes a 10-1P. Mr. Cannicle responded that he spoke with Jeppesen about the 10-1P and was informed that it is utilized in European Airports, not U.S Airports. Jeppesen said the information is published in the Airport Facility Directory. Mr. Cannicle reiterated that the airport did everything to get the information publicized but there is no other alternative available.

Mr. Johnston stated Jeppesen is owned by Boeing and the information is on the Boeing website; however, most pilots are not aware that Boeing has a noise abatement website. Mr. Cannicle acknowledged Mr. Johnston’s concern. Mr. Johnston reiterated that he wants all of his comments incorporated into the minutes. Mr. Cannicle assured him that the airport has provided all of the information to the best of its ability. Mr. Johnston voiced his concern that those citizens that are neighbors to airports are unable to get basic information. He also stated that airports worldwide have restrictive noise abatement procedures.

Mr. Cannicle stated that as a pilot for one of the bigger airlines, he might not want to take the matter to the FAA but he was free to do so as a pilot. He reiterated that the airport is under FAA guidelines.

Dr. Richmond interjected and said that it was obvious there is nothing ANAC or Mr. George can do. The FAA makes the decree. He said he is willing to write a letter to their senator on behalf of the committee. He asked the committee to email him the language they want to go in that letter. He will then send the letter to Mr. Cannicle and have him forward it to the committee. Mr. Cannicle stated that he was not sure if that process is in their purview of the committee; however, they could do so on an individual basis.

Mr. Johnston asked Mr. Delnegri if he had any input as to whether the FAA has the ability to rule if noise abatement procedures can be published in a Jeppesen publication. Mr. Delnegri responded that the BCAD staff said it the best. The information comes from outside the facility and they do not have the power to dictate. He also said that they tried to get Jeppesen to make changes for the new hot spots during construction but it was a difficult process.

Mr. Baldwin also acknowledged Mr. Johnston’s frustration. He said that HMMH has a large number of airport clients and committees like ANAC across the country. He said this is a national policy. The FAA has stopped publicizing this information but he agrees the Jeppesen is an outstanding place to have it. They have removed the airport remarks section. He reiterated that Broward County did not make this decision; it is a nationwide FAA policy.

Mr. Cannicle added that when he called the FAA, they told him the information is publicized and if he needed more information, he should call the airport. They gave me (954) 359-6181, which is my number.

Mr. Johnston said he spoke with the head of flight operations at American Airlines and they are not aware of it. He asked that members of the committee get a copy of the tenant airlines' letter. Mr. Cannicle indicated he would get copies. Dr. Richmond commented that he was bothered that the tenants are not getting this information even though he knows Mr. George has tried.

Mr. Johnston said that he had additional comments, but he would temporarily relinquish the microphone.

Mr. Counts stated that he has been coming to ANAC meetings for a number of years. Cities and airlines are notified about the meetings but do not attend.

Mr. Reasoner stated that departure procedures are changed and asked if the Director of Aviation and the airport are changing the departure procedures for the individual runways to account for the altitudes and other factors involved with the recommendations to the Commission. Mr. Cannicle replied that any new Part 150 Study would also address noise abatement departure procedures. Mr. Delnegri stated the airport has met those requirements and that Mr. Reasoner was referring to the ARNAV departure.

Mr. Baldwin commented that when the FAA makes changes to standard instrument departures, for example, ARNAV procedures, they upgrade the procedures to be more precise and satellite-based. They also do environmental assessments because it is a federal action.

Mr. Johnston asked Mr. Cannicle if FAA is the roadblock, not Jeppesen. Mr. Cannicle confirmed it is.

Mr. Johnston referred back to Resolution 2011-314. He asked how the Director would inform users that are non-tenant airlines about the procedure. Mr. Cannicle responded that he would find out, but from what he had been told, all of the airlines that operate out of the airport were notified.

Mr. Johnston stated he received an email from Mr. George dated September 8, 2011 which reads in part: "ANAC has revisited their recommendation following Resolution 2011-0314. It is indicated that they will be sending a letter to me formally requesting the County return to their previous position of a distant noise abatement departure procedure for the primary Runway 9L/27R and the close-in departure procedure for the alternate Runway 13/31 while it is still operational." Mr. Johnston said he did not recall that coming up.

An ANAC member replied that Mr. Field made the motion and the committee voted on it. Mr. Johnston stated that he wanted to hear from Mr. Field. Mr. Field said the motion was that they should continue with the policy that they have always had and that is what they did. Mr. Johnston asked Mr. Field to clarify that he made a motion that they go back to the previous noise abatement procedure. Mr. Field replied that Mr. Baldwin had answered that and it only affected the parallel runways.

Mr. Cannicle stated that based on the recommendation from ANAC, the vote was to go back to distant on the east-west parallel runways only and that the diagonal runway, 13/31, which affects the Renaissance will continue to have a close-in departure procedure, as they desire. Mr. Johnston said the minutes reflect that the motion was that the committee should consider the matter at the completion of the project. Mr. Cannicle stated that the project is completed. Mr. Johnston said that it was not completed at the time of the June meeting. Mr. Cannicle clarified that at the end of the project we would revert back to the distant on the east-west parallel runways only and have the close-in on the diagonal runway.

Mr. Baldwin clarified that the process goes back to the last full Part 150 Study that was done in the 1990s. The FAA authorized Broward County to analyze one noise abatement departure procedure. The committee did the analysis and found the distant was most effective on the parallels. In 2004, the FAA said the airport could have runway-specific procedures and the committee evaluated Runway 13/31 and chose the close-in procedure. Mr. Baldwin said that he believed Mr. Field was saying that once the east-west parallel work was completed, it could go back to the runway-specific distant procedure, but Runway 13/31 would remain a close-in procedure.

Dr. Richmond clarified that Mr. Field's motion was to return to the normal procedures once the work was completed. He stated that this has been communicated to Mr. George.

Jay Field stated that he did not know who suggested that the County Commission change the procedure and asked if anyone attended that meeting. Mr. Johnston replied that he believes Vice Mayor Rodstrom made the motion. He asked if under its charter the ANAC makes motions to the Broward County Aviation Department, and if the Director can set policy for Broward County based on that input. He asked for clarification about the resolution; specifically: If the Director decides to go back to the distant ICAO procedure, would he have to go before the County Commission to have the motion amended?

Mr. Cannicle responded that the ANAC makes recommendations to the Director. The Director makes decisions; however, he does not know if the Director would go back to the Commission in this case.

Mr. Johnston said that he was not sure if Mr. Field understood the repercussions. Mr. Field interjected and said he was fully aware. He continued by saying that there were pilots at that meeting.

Mr. Baldwin said that he agreed with the people at the Renaissance that the close-in procedure is the best procedure for use on Runway 13/31, which affects them, based on the analyses conducted in 2004. He also confirmed again that the analyses support use of the distant procedure on the parallel runways.

Mr. Cannicle restated that the ANAC made the recommendation to the Director and that should be the end of the conversation. Mr. Johnston disagreed. Dr. Richmond interjected and closed the discussion. He said it is an interpretation of the minutes and if anybody who voted for the motion wanted to bring up the matter again, it would be appropriate under the rules. He agreed with Mr. Johnston that it is a concern if pilots are not being advised of the new procedure. He stated he was confident that Mr. George and Mr. Cannicle will inform non-tenants.

Mr. Johnston acknowledged that he understood that the resolution stands until it is so amended and/or rescinded. Mr. Cannicle reiterated that the ANAC made a recommendation to the Director and he could not add anything more at this point. Mr. Johnston concluded by saying that no one could state with any degree of certainty that one procedure has a lower impact over the other until there is empirical data.

5. PRESENTATION

Mr. Baldwin and Mr. Cannicle made a presentation addressing information requests made at the June 13, 2011 meeting, including: (1) noise level attenuation with distance for takeoffs on Runway 9R as measured at RMT 5, (2) references for people interested in more detail on understanding propagation factors, (3) the runway expansion schedule (and where to find updates on the BCAD website), and (4) who at the airlines the BCAD contacted about the close-in NADP. The presentation is on the BCAD Website.

6. COMMITTEE COMMENTS AND QUESTIONS

Mr. George Counts commented that the Piaggio aircraft meets the FAA noise standards and. He asked if there was a way the Piaggios could be forced to be quieter. Mr. Baldwin replied that a federal regulation, Part 36, sets noise standards for aircraft to be certified to be manufactured and operated in a country. It would take an act of Congress to change it. Mr. Counts asked how many Piaggios had been made – two hundred? Mr. Baldwin answered that there are more than that. There are a lot in Florida because there is a fractional ownership company in St. Petersburg that is a major operator.

Mr. Frank Lipson commented that there was a helicopter over his house on August 30 around 5:30 a.m. Mr. Cannicle replied that it must have been a news crew or the police. Mr. Counts stated that his neighborhood has noticed a significant improvement with the helicopters since Mr. Berlucchi addressed the problem. He asked if the Broward Sheriff Office helicopter is a military type because it is very noisy.

Mr. Duncan Bossle replied that it is and that most police departments use them because they are economical, efficient, and require minimal maintenance. Mr. Counts commented that the helicopters should be the less noisy since they operate at night.

Mr. Field commented that the report shows the 727's have almost disappeared to zero and the 737's are also down. It started at 269 operations and now it is down to 86, which is an improvement. He continued

by saying the Airport Director in West Palm Beach wanted to eliminate the noise abatement committee and remove the noise monitors. The residents complained so the Director changed his mind. Most airports that want to be good neighbors are environmentally conscious and want more noise monitors.

Mr. Field stated he must leave to make a presentation at City Hall on behalf of Melaleuca Gardens.

7. CITIZEN COMMENTS AND QUESTIONS

Mr. Lipson asked if there is a specific time for planes to take off. Some are 90 seconds apart. He asked the tower representative to comment. Mr. Delnegri answered that the FAA does not put time between airplanes, time only comes into play if there is turbulence, and it is all based on distance between aircraft. Mr. Lipson wanted him to confirm that it is safe. Mr. Delnegri said it was.

Mr. Lipson asked if the FAA could change procedures so that departures on Runway 31 could use alternate headings, with some turning east, some turning west, and some going straight. Mr. Delnegri answered that changing headings would require environmental studies. Mr. Cannicle added that Runway 31 heading departures are assigned a turn to 270 degrees, which is due west, before turning on their final course, which is why they make a left turn to the west on departure. Mr. Baldwin commented that the procedure was developed over the last 30 years. Broward County has said that another Part 150 Study will be done when the runway project is completed and could reassess this procedure.

An attendee asked if there is a date when they are going to close Runway 13/31? Mr. Cannicle replied that the schedule is on the website.

Mr. Bonilla commented that the Air & Sea Show is coming back next year and the aircraft will operate out of Opa Locka Airport. However, it will impact some of the neighborhoods in this area. Mr. Cannicle replied that the Air & Sea Show used Runway 13/31 in the past.

Mr. Beaumier gave an update on the sound insulation pilot program. He stated they are finishing the last of the homes this week and everyone seems to be happy with the program. The County will receive approximately \$9,000 from Florida Power & Light for using energy-efficient products. Dr. Richmond asked about the number of homes. Mr. Beaumier replied there were 48 in the pilot. Mr. Johnston asked about the cost per home. Mr. Beaumier answered it was about \$55,000 per home.

Question: Where do we go from here? Mr. Beaumier answered that the County is waiting for final approval of the agreement with Dania Beach and the Commission to pass the plan so they can move forward with 400 homes a year.

Question: I have seen a timetable but it does not identify the locations. Mr. Beaumier answered it is done by the Day-Night Average Sound Level – DNL – noise contour, starting with the loudest areas. It was 70 DNL for the pilot program but we went into the 69 DNL to include 48 homes. Dr. Richmond asked Mr. Beaumier what percentage of homeowners he anticipated would accept. Mr. Beaumier answered that they received a lot of calls since the Pilot Program started and expected high participation.

A motion was made to adjourn. The motion was seconded and accepted unanimously. The meeting was adjourned at 7:15p.m.

Reported by: Dickey Consulting Services, Inc., Sheryl Dickey, Project Manager

Reviewed by: Ted Baldwin (HMMH) and Winston Cannicle (BCAD)



AVIATION DEPARTMENT - Fort Lauderdale/Hollywood International Airport
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A G E N D A

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT AIRPORT NOISE ABATEMENT COMMITTEE

December 15, 2011

6:00 p.m.

**BCAD Administrative Offices
100 Aviation Blvd. (Merle Fogg Road)
GENERAL TRAINING ROOM**

1. Welcome
BCAD Staff
2. Approval of Minutes – September 12, 2011 meeting
ANAC Chairperson
3. Old Business –
ANAC Chairperson
4. Noise Control Office Update
BCAD Staff
5. Presentation -
Ted Baldwin, HMMH
6. Committee Member Comments
7. Citizen Comments
8. Next meeting – March 12, 2012 at 6:00 p.m.