

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office-Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, January 27, 2005
1:30 p.m. – 2:30 p.m.

<u>Board Members</u>	<u>Present/Absent</u>	Cumulative Attendance 1/1/05 – 12/31/05	
		Present	/ Absent
Tom Newman, Chair	P	1	0
Bunney Brenneman, Vice Chair	P	1	0
Larry Holdridge	A	0	1
John McKaye	P	1	0
John Milledge	P	1	0
Bernie Petreccia	P	1	0
Christopher Pollock	P	1	0
Joseph Scerbo	P	1	0
Steve Stella	P	1	0
Sharon Woods	A	0	1

Airport/City Staff

Clara Bennett, Airport Manager
Mark Cervasio, Assistant Airport Manager
Alex Erskine, Airport Operations Supervisor
Fernando Blanco, Acting Airport Engineer
Rufus James, Airport Operations Aide
Carlton Harrison, Airport Operations Aide
Paul Sarcione, Airport Operations Aide
Sheri Roberts, Airport Administrative Aide
Sharon Dreesen, Airport Administrative Aide
Adriana Bolinaga, Intern
Vicki Minard, Assistant City Attorney
Bruce Larkin, Director/Business Enterprises
Commissioner Christine Teel

Visitors

Tom Janowitz, Bob Hope Airport
Angel Ramos, Reynolds, Smith & Hills
Jeffrey Waricoski, Reynolds, Smith & Hills
Don Campion, Banyan Air Service
Marty Falk, NANA
Joan Kuntz, Sheltair
Todd Payne
Donald Bastedo, Consultant Selection and Negotiation Committee
Michael G. Moroney, Ricondo & Associates
Dave Bardt, Kimely-Horn and Associates

The meeting was called to order at 1:30 p.m. by Chair Newman.

Ms. Bennett thanked Sheri Roberts, Engineering Administrative Aide, for all her assistance over the past 2 years. Ms. Bennett also introduced the new Administrative Aide, Sharon Dreesen, as well as Adriana Bolinaga, an intern who will be working with Airport staff through June of 2005.

Chair Newman introduced Mr. Tom Janowitz, the OPS Supervisor at Bob Hope Airport in Burbank, California.

1. Approve Minutes of December 9, 2004 Meeting

Motion was made by Mr. Scerbo and seconded by Mr. Pollock to approve the minutes of the December 9, 2004 meeting, with changes, as requested by Mr. Scerbo. Motion passed unanimously.

2. Presentation of Plaque to Mr. John McKaye

Chair Newman presented a plaque to Mr. McKaye for his fifteen years of dedication and service on the Airport Advisory Board.

3. Minimum Standards for Airport Tenants

Mr. Erskine presented this item stating that over the past six months staff has been working with the tenants to revise the Airport's Minimum Standards, which are used to promote health, safety, and welfare of the users of the Airport and make known the minimum requirements that must be met by anyone desiring to conduct an aeronautical activity or business on the Airport property. Mr. Erskine stated that adopting these standards would ensure that a high level of quality and service is maintained, as well as provide a basis for all operators and potential operators to be treated in a fair, nondiscriminatory manner. The Board had been previously updated on efforts to revise the Minimum Standards. In addition, to ensure that the process was thorough and complete, drafts of the document were sent out and five workshops were held.

The services of Mike Moroney, of Ricondo & Associates, were obtained to review the draft and offer input. Mr. Moroney also attended the October 8th workshop providing guidance in moving forward with the update process. An updated version of the Standards was sent out to the tenants for review prior to each workshop, and the final draft was sent to the tenants on December 21, 2004, requesting any additional comments be submitted in writing by January 18, 2005. On January 3, 2005, draft Minimum Standards were sent to the FAA's Compliance Office in Washington with the request that they review the Standards from a compliance standpoint. The FAA has indicated they would be forwarding this request to the FAA Orlando Airports District Office for review.

Mr. Erskine stated that the tenants had provided excellent input throughout the process to develop a set of Minimum Standards that provides a balanced approach to business at the Airport. He pointed out that the major differences between the old and new Standards include changes to insurance requirements, reduction of parcel size for certain commercial

aeronautical activities, fueling requirements, and the addition of several new categories of operators.

Mr. Pollock asked if they would be waiting for FAA feedback prior to final adoption of the Standards and was advised by Mr. Erskine that he did not believe there would be significant comments, however, they would be waiting for the FAA review prior to taking the next step.

Ms. Bennett added that they anticipate the Standards to be a "living document" which can be reviewed and revised as needed on a regular basis.

Mr. Milledge inquired regarding removal of the language in paragraph 3, "benefit to the public," stating that this language promoted the overall concept of the Standards, as well as removal of item 21 regarding standards for the City to follow. Mr. Erskine stated that the previous Standards held the City to stringent factors, which may require obligations beyond the City's control.

Mr. Scerbo asked about the one million dollar liability policy, stating that was a relatively low amount. Mr. Erskine advised that policies in excess of one million dollars might not be commercially available in some instances; however, the City's Risk Manager will ultimately make that determination.

Staff requested that the Board approve the proposed Standards and recommend adoption by the City of the new Minimum Standards and Insurance requirements.

Motion was made by Ms. Brenneman and seconded by Mr. Scerbo to approve staff recommendations. Motion passed unanimously.

4. Airport Rescue Fire Fighting/Emergency Operations Center – Project 10363 – Task Order No. 8 – Kimley-Horn and Associates, Inc. – Professional Design Services

Mr. Blanco presented this item to the Board indicating that this project is for the design and construction of an approximately 28,000 square foot facility to provide a combined replacement for Fire Stations 53 and 88. The proposed facility will house the City's Emergency Operation Center, a fire training facility, and the hazardous materials crew, and will be constructed west of the Administration and Multi-Purpose Building.

Mr. Blanco stated that the City Commission had previously authorized Kimley-Horn and Acai Associates to proceed with preparation of design concepts using the design/build process to establish the architectural, civil, and quality parameters for the facility to construct this project. Plans and specifications have been developed to approximately 30% completion. Recent advice from the City Attorney's office and the Internal Auditing Division has indicated that the design/build process would require a level of record keeping and administration not available at the current staffing level; therefore staff is instead recommending proceeding with a design/bid/build process. This process involves the awarding of the construction contract to the lowest, pre-qualified bidder. A task order has been negotiated with Kimley-Horn in the amount of \$402,486 to process the design documents to 100% completion. The estimate includes providing civil/drainage, landscaping design, architectural, selection of

interior finishes, administrative processing, and building and engineering permitting assistance.

The project cost is estimated at \$6,634,000, with an estimated construction cost of \$5,600,000. The ARFF/EOC portion of the project is funded within the Airport's previously approved CIP for \$360,000 and from a grant from the Florida Department of Transportation in the amount of \$960,000. Remaining facility costs will be funded through Fire Department Capital Improvement Projects for \$675,000. The Fire Department has also committed to obtaining the remaining \$4,639,000 through revenues from the Fire Safety Bond.

Mr. Scerbo asked if the contract would include a review of invoices from subcontractors and was advised that would be part of a construction services contract, and in addition, oversight will be conducted by the Construction Services Division, a new City department which will monitor projects in excess of two million dollars.

Chair Newman read an email he had received from Mr. Blanco regarding the City's working relationship with Kimley-Horn. Mr. Blanco stated that Kimley-Horn has performed their services in a professional and friendly manner. They have proved invaluable in enabling us to complete our improvement/planning projects. The follow-up support on all our projects has shown a marked improvement under Dave Bardt. We could not have completed the Runway 8-26 rehabilitation without his diligent oversight during the design and (especially) the construction phase. Mr. Blanco also offered to prepare a more formal update should the AAB desire that in the future.

Motion was made by Ms. Brenneman and seconded by Mr. Petreccia to approve the proposed Task Order No. 8 with Kimley-Horn & Associates, Inc., in the amount of \$402,486, for design services for the completion of the ARFF/EOC/Municipal Fire and Training Facility and that Task Order No. 8 be recommended to the City Commission, subject to review and approval by the Board. Motion passed unanimously.

Update Items

A. FAR Part 150 Noise Study Record of Approval

Ms. Bennett reported on this item stating that the FAA has issued its Record of Approval for the Update to the Noise Compatibility Program for the Airport. The recommendations reviewed by the FAA are as follows:

Recommended Noise Abatement Elements:

- Restriction of jet use of Runway 13/31
- Implementation of Runway 8 I-95 turn as a mandatory, formal instrument procedure under FAA radar control, applicable to all aircraft
- Nighttime preference for Runway 26 departures and Runway 08 arrivals, for all aircraft
- Restriction of nighttime and weekend touch-and-go and practice approach operations
- Raised 3.5° approach slope on all runway ends
- Runway 26 310° departure heading (after crossing NW 31st Ave. or Runway 08 middle marker)

- Nighttime use of Runway 8 "Quiet One" departure (climbing left turn to 090°), in visual conditions
- Restriction of maintenance run-ups to 7 a.m. through 7 p.m. at the Compass Rose in the center of the Airport
- Future use restriction if fleet mix improvements and implementation of operational measures do not eliminate population within 65 dB DNL and Runway 08 straight-out (090° heading) jet departures
- Extension of upwind leg for Runway 31 departures to the turnpike
- Voluntary use of turbojet noise abatement departure profiles
- Support of airport perimeter development as a noise barrier

Recommended Compatible Land Use Elements:

- Rezoning of non-compatible property as opportunity arises
- Incorporation of noise requirements into local jurisdictions' development control
- Voluntary fair disclosure by real estate agents
- Noise monitoring to determine exact extent of contour into residential area

Recommended Continuing Program Elements:

- Noise Abatement Officer
- Permanent noise and operations monitoring system
- Public information program
- Achievements in Community Excellence (ACE) awards
- Pilot Noise Abatement Workshops
- Airfield noise abatement advisory signs
- Pilot manual noise abatement insert
- Part 150 Noise Exposure Map and Noise Compatibility Program review and revision
- ATIS noise abatement advisory

Ms. Bennett stated that as a result of ongoing cooperative efforts, the FAA was able to revise the Tower agreement between Executive Airport and Miami International to use the turn between 11:00 p.m. and 7:00 a.m. The FAA's Record of Approval reiterates this process and adds that the local Air Traffic Services Division can increase the hours to 800 a.m., when the turn is assigned, if traffic conditions permit.

Ms. Bennett pointed out that the FAA approved the recommended noise abatement elements as voluntary measures rather than as formal and mandatory, citing air traffic and safety concerns. In addition, four recommendations were disapproved. Two flight path changes disapproved were the extension of the upwind leg for Runway 31 departures to the Turnpike and raising the approach slope on all runway ends to 3.5 degrees, with the FAA citing impacts on operational safety and efficiency as reasons for disapproving these measures. The FAA also disapproved enhancements to the Noise Monitoring System pending submission of additional information on the proposed locations of the new monitors. This disapproval relates to the use of FAA grant funds for this project, not the use of Airport funds to purchase new equipment. The fourth disapproved measure was the use of a noise abatement advisory on the ATIS recording used by pilots to obtain current airport information.

Ms. Bennett expressed disappointment that the recommendations to make the current Noise Abatement Program formal and mandatory were not approved, although staff was pleased that the FAA demonstrated a willingness to extend the hours of the nighttime turn to 8:00 a.m., in addition to the cooperation from the local Tower and Miami Tower in developing a revised Letter of Agreement to accommodate the nighttime turn.

In response to Mr. Milledge's question regarding weekend and night touch-and-goes, Ms. Bennett stated that was still voluntary, and although staff plans to conduct pilot education.

Chair Newman advised the Board that Ms. Bennett had received the Airport Manager of the Year Award from the FAA Southern Region, and the Airport had received an award from the FAA for most dramatic improvement in airport safety.

B. Noise Compatibility Program

Mr. Sarcione reported that many accomplishments had been achieved throughout the year to enhance and promote the Noise Abatement Program, including pilot workshops, which resulted in several jet operators requesting and receiving the Quiet One Departure at night.

In addition, staff worked with the Control Tower and helicopter operators to change helicopter routes to fly over Oakland Park Boulevard, a more industrial area instead of Prospect Road, where the houses are closer to the road. The nighttime I-95 turn was approved for nighttime jet departures between 11 p.m. and 7 a.m., reducing the number of nighttime straight-out departures. In December there were only four nighttime straight-out departures and, in January to date, there have been no straight-out jet departures at night.

Mr. Sarcione advised that the ANOMS 8 upgrade is close to completion. Lochard has successfully loaded the GIS maps and software into the ANOMS 8 system. One year of historical data has also been loaded on the ANOMS 8 server. During the last two months, Lochard has monitored the ANOMS 8 server's ability to collect and process radar and noise data for comparison to the current ANOMS 6 system data, indicating that the ANOMS 8 server is processing the data and working correctly. Lochard is scheduled to make a site visit on January 24th, to install and demonstrate the ANOMS 8 PC. A three-day training session has been rescheduled for February 8th through February 10th.

Mr. Sarcione reported on noise program statistics for December 2004.

C. Development and Construction

Mr. James stated that Challenge Air for Kids and Friends Fly Day will be held at Banyan Air Service on January 29, 2005, to provide free airplane rides, intended to inspire and motivate physically challenged children. The children will also be exposed to an educational ground school covering the forces of flight and how physically challenged pilots fly with specially equipped airplanes.

In addition, The Wings of Freedom Tour is scheduled to visit Fort Lauderdale Executive Airport February 18th through February 22nd. Presentation of the tour is managed by the Collings Foundation and is being hosted by Banyan Air Service. In an effort to help promote

aviation history and the remembrance of World War II veterans, the Collings Foundation has collected and restored aircraft, which are displayed at air shows and special events nationwide. The Wings of Freedom Tour at FXE will feature a B-17 Flying Fortress and a B-25 Mitchell.

Alerts, Airport operations, custom counts, helistop operations, and surface incidents were reported.

D. Arrearages

There were no arrearages to report.

There being no further business before the Board, the meeting adjourned at 2:30 p.m.

Bunney Brenneman, Vice Chair

PLEASE NOTE:

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.