

**AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office-Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, June 23, 2005
1:30 p.m. – 2:40 p.m.**

<u>Board Members</u>	<u>Present/Absent</u>	Cumulative Attendance	
		<u>1/1/05 – 12/31/05</u>	
		<u>Present</u>	<u>Absent</u>
Tom Newman, Chair	P	4	1
Bunney Brenneman, Vice Chair	P	5	0
John Milledge	A	4	1
Bernie Petreccia	A	4	1
Christopher Pollock	P	4	1
Joseph Scerbo	P	3	2
Steve Stella	A	4	1
Sharon Woods	P	4	1
John McKaye	P	5	0

Airport/City Staff

Clara Bennett, Airport Manager
Mark J. Cervasio, Assistant Airport Manager
Alex Erskine, Airport Operations Supervisor
Carlton Harrison, Airport Operations Aide
Florence Deardorff, Airport Operations Aide
Christine Teel, Vice Mayor
George Gretsas, City Manager
Kathleen Gunn, Assistant City Manager
Bruce Larkin, Director of Business Enterprises
Otis Latin, Fire Chief, Fort Lauderdale Fire Department
Mary Shertler, Major, Fort Lauderdale Police Department
David Hebert, Director of Public Information Department

Visitors

Don Bastedo, Resident
Alan Silva, Former Fort Lauderdale Interim City Manager
Morris Shirazi, Aero Toy Store
Marcia Gallagher, Resident
Linda Bird, Lake Estates Homeowners Association
John Wilke, Resident
Maureen Kielian, Resident
Robert Iverson, Resident
Ken Brenner, Resident

The meeting was called to order at 1:38 p.m. by Chair Newman and roll was taken.

1. Approve Minutes of June 9, 2005 Meeting

Motion was made by Vice Chair Brenneman and seconded by Mr. Pollock to approve the minutes of the June 9, 2005 meeting. In a voice vote, the motion passed unanimously.

2 One-Year Subscription Services Contract with Megadata for PASSUR Portal & Pulse and Mode-S Data Feed at Fort Lauderdale Executive Airport

Ms. Deardorff explained that FXE had completed the evaluation of the PASSUR Portal Pulse & Mode-S data feed and determined that the PASSUR service provided additional identification about aircraft, improving their ability to identify aircraft in the event of excessive noise.

FXE was now interested in a one-year subscription services contract with Megadata, Inc. for the PASSUR Portal & Pulse and the Mode-S data feed. The purpose of this service was to alert staff to potentially noisy aircraft that were not based at FXE. Staff would be able to track the aircraft and inform the operator of the noise abatement procedures prior to takeoff. Currently, flight track and noise information was received the next day, after the noisy aircraft had already departed.

Megadata, Inc. would also provide the Mode-S data feed. The purpose of the Mode-S data feed was to increase the tail number identification of jet and non-jet aircraft with Mode-S transponders.

Staff recommended approval and execution of a one-year subscription service contract for a total of \$1,575 per month (\$18,900 per year).

Motion was made by Vice Chair Brenneman and seconded by Ms. Woods to approve the execution of a one-year subscription service contract. In a voice vote, motion passed unanimously.

Update Items

A. June 13, 2005 Aircraft Accident

Ms. Bennett read a statement describing the known facts of the crash and the ongoing investigation by the FAA and NTSB. Copies of the NTSB's preliminary report were made available to the public. Ms. Bennett informed the public that the FAA retained all authority over regulatory aspects of flight and was responsible for aviation safety in the U.S. and its territories. While the Airport and City did not have authority over the regulation of aircraft flights, they continuously worked with pilots and users of the Airport to ensure that they operated aircraft in a manner consistent with the City's goals for safety.

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Ms. Bennett explained that the City of Fort Lauderdale, as the Airport operator, imposed minimum standards for businesses located at the Airport. These were implemented to promote the health, safety and welfare of Airport users.

Ms. Bennett provided copies of an FAA pamphlet advising the public on the proper procedure for reporting the activities of low-flying airplanes to the FAA.

Chair Newman opened the meeting to questions and comments from the public.

Ms. Linda Bird, Lake Estates Improvement Association, stated that she and her neighbors were very concerned about safety since the crash. Ms. Bird announced that there would be a meeting regarding safety issues at FXE including the age of aircraft, inspections, and proper loading. She invited members of homeowner associations to attend the meeting on Tuesday, June 28 at 7:00 p.m. at the North Ridge Medical Center's Auditorium. Attendees would have the opportunity to voice their safety concerns to the FAA. The recent crash would not be discussed.

Ms. Bird wanted the recommendation that all jet traffic turn North on I-95, which had been turned down, revisited. Ms. Bird also wanted eastward departures directed over Commercial Boulevard.

Mr. Alan Silva, former Interim City Manager, asked what impact extended Customs hours at FXE would have on noise levels in Imperial Point. Ms. Bennett explained that with the current Customs hours, after FXE's Customs facilities closed at 5:00 p.m., planes headed to FXE needing to clear Customs were forced to stop at another airport with open Customs facilities first; they would then continue on to FXE. FLL handled most of these flights, as it was the closest Airport. This increased community flyovers at lower altitude on a visual flight path. FXE felt the extension of Customs hours would have a positive impact on efficiency and safety for both Airports. Customs was conducting a 120-day test period to evaluate the impacts and benefits to both Airports.

Ms. Bird felt that this might attract additional companies to operate from FXE, increasing flights over the communities until nine o'clock at night. She feared that businesses operating out of FLL would relocate to FXE. Ms. Bird stated that the extension of Customs hours was lobbied by the Airport community, not by the residents. Ms. Bird stated, "We need to keep a lid on this Fort Lauderdale Airport; we don't want it to be growing any more than it necessarily has to and we do not want more flights coming in until nine o'clock every single night over our neighborhoods. We want our elected officials to understand that this is an important issue to us and it's something that we are not going to sit down and say, 'this is a good idea; this is not a good idea. We do not want the Customs to be open every night until nine o'clock because it would allow more businesses to relocate up to Executive Airport increasing the number of flights that are going to be coming in and out."

Chair Newman asked Ms. Bird whom she was representing, as she used the term "we" when speaking. Ms. Bird stated she was representing the Lake Estates Improvement Association, and also a group of homeowners from several communities who had come together as an ad hoc group to make sure "that our quality of life is consistent."

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Mr. John Wilke, resident, asked what time Customs closed at FLL. Ms. Bennett believed it closed at midnight and after midnight they had a call-out service. Both Airports were open twenty-four hours so flights clearing Customs at FLL at any hour could then continue and land at FXE. Ms. Bennett explained that the I-95 turn was for departures, not arrivals. She described the I-95 turn and other departure procedures.

Ms. Bennett stated that FLL staff estimated that on a weekday, approximately 10-20 planes used their Customs facilities between 5:00 p.m. and 9:00 p.m. before continuing on to FXE. On the weekends and holidays, that number might double. Mr. Bastedo noted that since the planes were headed here anyway, there would effectively be no increase in landings.

Mr. Morris Shirazi, Aero Toy Store, explained that pilots repositioning to FXE after landing for Customs at FLL did not fly under instruments and, in effect, took a "shortcut." Because of this, allowing these flights to come directly to FXE was much safer. Ms. Bird felt this did not address the possibility that more companies would relocate to FXE and traffic would increase.

Mr. Pollock explained that general aviation companies located at FLL had leases. He felt these companies would not be willing to give up all of the services available at the larger Airport and move to FXE. Ms. Bird said they still could not predict how many new businesses would be attracted to FXE as a base of operations. Ms. Bird asked each member of the Board to disclose whether he or she was a pilot and whether he or she lived in the flight path of FXE.

Ms. Woods stated she did not live in the flight path and was not a pilot; Mr. Pollock stated he lived in the flight path and was not a pilot; Chair Newman stated he lived in the flight path and was never a pilot; Ms. Brenneman stated that she lived in the flight path. She added that the Aviation Advisory Board was meant to represent the "entire City and all of its residents." Ms. Brenneman stated, "at no time has our City Commission or this Aviation Advisory Board or the Executive Airport ever failed to meet its obligation to listen and answer and take action about the concerns of its residents." Mr. Scerbo stated that he did not live in the flight path and was not a pilot. Mr. McKay stated that he did not live in the flight path and he was a pilot in the Korean War but no longer flew because he had been shot down.

B. Noise Compatibility Program

Ms. Deardorff stated that Brüel & Kjaer, Inc. had provided service on FXE's noise monitor microphones through a repair and replacement contract since the system was installed in 1991 but the manufacturer of the monitors would no longer provide service for its equipment. Brüel & Kjaer had assigned the contract to a new provider, the Rannoch Corporation, which would provide the hardware support for the noise monitoring terminals and software to integrate the noise terminals with Airport Noise and Monitoring System. The staff promised to bring the assignment agreement to the City Attorney's Office for review and the City Commission for consent.

Ms. Deardorff's memo also included noise statistics for May and corrected statistics for April.

C. Airport Development and Construction

Mr. Carlton Harrison stated that there were no updates for projects and noted that his memo included operational data for May.

D. Arrearages

There were no arrearages to report.

Other Items of concern

Ms. Marcia Gallagher, resident, felt the Airport should track and report low flying aircraft and not rely on the community to report it. Ms. Bennett stated that the Airport did track and report low flying aircraft but they also relied on community input. Citizen input gave greater validity to reports provided to the FAA. Staff followed the same reporting procedures regarding low flying aircraft whether or not a citizen called in. Ms. Gallagher asked what the threshold was for "low flying" and noted it might differ for Airport staff and residents. Ms. Bennett stated that citizen calls concerning low flying aircraft had been used to create the threshold; this was why they requested community input. Ms. Bennett pointed out that during takeoff and landing, there was no minimum altitude. There was not a minimum altitude for transitioning the aircraft. Chair Newman agreed that the more neighborhood involvement, the better.

Ms. Maureen Kielian, resident, asked if information was available for non-jets; Ms. Bennett said this was available. She described the location of the noise monitors. Ms. Bennett explained that the FAA did not accept any single event noise monitoring information; they looked at cumulative noise contours done as part of a noise study such as the one recently conducted at FXE.

Ms. Bennett noted that jets were the more pressing noise issue because of the levels they were capable of generating. They were also easier to identify because they were flying on a flight plan and FXE had a tail number that could be used to identify the owner. Prop planes were more like private cars on a highway, operating under visual flight rules, for which the FAA did not keep a written log of tail numbers and departures.

Mr. Robert Iverson, resident, felt the issue was quality of life versus economic gains. He felt the extension of Customs hours would attract "marginal people." Ms. Bennett said their goal in extending Customs hours was not to attract marginal people; their goal was to better serve their tenants and reduce the additional flights over the community caused by their having to land twice. She could not predict if any more companies would base their operations at FXE, but felt that most companies would not base their decision of where to be located solely on the availability of Customs services for two more hours at FXE instead of the hours offered at FLL.

Chair Newman explained that members of the AAB were appointed by City Commission and tried to do their best to provide guidance to the Airport. They also provided input and suggestions that were eventually acted on by the City Commission.

Mr. Ken Brenner, resident, wondered if the number of aircraft needing Customs services from 5:00 p.m. to 9:00 p.m. was enough to warrant a change in policy. Ms. Bennett explained that

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these flights amounted to a 6% increase in daily operations at FLL. She confirmed for Mr. Brenner that no cargo carriers cleared at FXE Customs.

Ms. Bird reiterated her fear that new businesses would locate to FXE to take advantage of the additional Customs hours. Ms. Bird then brought up the “amount of money that we spend with the Executive Airport, when we’re under tight budget restraints, for our public relations expenses.” She felt that some of the money used for public relations at the Airport could be diverted and used more effectively. She also wanted more communication with the residents regarding what the City would do to address the residents’ concerns. Ms. Bird felt the entire AAB was “a proponent of the Airport.” She invited Mr. Gretsas to attend the meeting at the North Ridge Medical Center with the FAA.

There being no further business before the Board, the meeting adjourned at 2:39 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.