

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office-Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, September 22, 2005
1:30 p.m. – 2:43 p.m.

		Cumulative Attendance	
		1/1/05 – 12/31/05	
<u>Board Members</u>	<u>Present/Absent</u>	<u>Present</u>	<u>Absent</u>
1 William Aston	P	2	0
2 Bunney Brenneman, Chair	P	6	0
3 Robert Iversen	P	2	0
4 Cynthia McDonald	P	2	0
5 John McKaye	A	5	1
6 John Milledge	A	5	1
7 Bernie Petreccia, Vice Chair	P	6	0
8 Christopher Pollock	P	5	1
9 Joseph Scerbo	P	4	2
10 Steve Stella	P	6	0
11 Sharon Woods	P	5	1

Airport/City Staff

Clara Bennett, Airport Manager
Mark J. Cervasio, Assistant Airport Manager
Alex Erskine, Airport Operations Supervisor
Rufus James, Airport Operations Aide
Carlton Harrison, Airport Operations Aide
Florence Deardorff, Airport Operations Aide
Vice Mayor Christine Teel
Bruce A. Larkin, Director of Business Enterprises
Fernando Blanco, Acting Airport Engineer
Brian Wagner, Airport Intern
Vicki Minard, Assistant City Attorney
Jamie Opperlee, Recording Secretary

Visitors

Todd Hultgren, Wartsila North America
Don Campion, Joan Kuntz, Marty Falk

The meeting was called to order at 1:31 p.m. by Chair Brenneman and roll was taken.

Ms. Bennett introduced intern Brian Wagner from Embry Riddle Aeronautical University in Daytona.

1. Approve Minutes of September 1, 2005 Meeting

Motion was made by Mr. Pollock and seconded by Ms. Woods to approve the minutes of the September 1, 2005 meeting. In a voice vote, the motion passed unanimously.

2 Foreign Trade Zone #241 – Minor Boundary Modifications

Ms. Bennett explained that The City of Fort Lauderdale had established Foreign Trade Zone 241 on April 19, 2000 to serve the businesses engaged in international commerce in greater Fort Lauderdale. The City's goal in developing the Foreign Trade Zone (FTZ) was to bring the services to area businesses and maximize the City's business retention and attraction efforts. Through FTZ utilization, U.S. Customs duties could be eliminated, reduced or deferred.

Ms. Bennett said that an analysis of the current state and potential future of the Zone project had begun in January 2005 and concluded that there was still a need for a City Zone and that it should be reorganized through a Minor Boundary Modification (MBM) process to remove sites that no longer qualified for designation as a result of land use changes or redevelopment. This analysis determined that sites 5, 6 and 7 (in Exhibit 2) should be removed from the project. The remaining sites were zoned for industrial uses and could be activated for Zone uses.

Ms. Bennett stated that FXE had also received a request from Wärtsilä North America, Inc. to include their warehouse facility, located at 2900 S.W. 42nd Street, under the Zone designation. The proposed designation of their facility in Fort Lauderdale was a part of their overall FTZ growth and expansion plans and would allow the company to continue to expand their international marketing efforts.

Ms. Bennett introduced Mr. Todd Hultgren, from Wartsila North America.

Staff Recommendation: The City of Fort Lauderdale submit a request for an Minor Boundary Modification to the Foreign-Trade Zones Board to allow for the removal of Site No. 5 consisting of +/-6.45 acres, Site No. 6 consisting of +/-9.76 acres and Site No. 7 consisting of +/-38.5 acres from FTZ #241 and the addition of one new +/-6.655 acre site at Wärtsilä North America, Inc.'s General Purpose warehouse facility.

Mr. Iversen asked whether it was the intent to locate a site within FTZ #241 near Fort Lauderdale-Hollywood International Airport. Ms. Bennett confirmed that was correct.

Motion was made by Mr. Pollock and seconded by Mr. Aston to approve the staff recommendation. In a voice vote, motion passed unanimously.

3. Architectural Evaluation of Design Alternatives for Aesthetic Improvements for the John Fuhrer Downtown Helistop – Project 11028 Kimley-Horn and Associates, Inc. – Task Order Number 15

Mr. Cervasio announced that the goal of this project was to explore options to improve the aesthetics and identification of the John Fuhrer Downtown Helistop. The project included professional architectural services to find renovation options for the Helistop lobby, elevator cab and vestibule, adjacent parking layout, the logo and way-finding signage. Mr. Cervasio explained that the deliverables from this project would serve as the initial study portion of the design phase, which would be presented as a future task order when proceeding with improvements.

Mr. Cervasio noted that staff had negotiated Task Order No. 15 with Kimley-Horn and Associates, Inc. to provide these services along with their sub-consultant, ACAI and Associates architectural firm, for \$23,250. The funds for this Task Order were available in the Airport CIP.

Staff Recommendation: Approval of the proposed Task Order No. 15 with Kimley-Horn and Associates, Inc. for professional architectural services associated with the renovation of the City's Downtown Helistop Lobby.

Mr. Aston expressed reservations about spending \$23,000 for advice about how to refurbish a little-used facility. He was also concerned about the Airport's ability to monitor usage of the Helistop.

Motion was made by Mr. Aston and seconded by Mr. Iversen to defer action on this item to their next meeting, and that their next meeting be held at the Helistop so the Board could evaluate its present condition. In a voice vote, the motion failed with Mr. Aston and Mr. Iversen in favor, Ms. McDonald, Mr. Petreccia, Mr. Pollock, Mr. Scerbo, Mr. Stella, Ms. Woods and Chair Brenneman opposed.

Mr. Stella asked what the total budget was for the refurbishing project. Mr. Adolpho Cotilla, from ACAI and Associates, explained that since the design was not complete, there were too many variables to make an accurate estimate. Ms. Bennett reminded the Board that they had requested the task order out of concern for the aesthetic appearance of the Helistop.

Mr. Petreccia asked about record-keeping at the Helistop and asked that the Kimley-Horn study include ideas on how to make it more useful. Ms. Bennett directed the Board's attention to update Item D, which contained usage data from the Helistop and noted that it averaged one

landing and one takeoff per day. During special events, usage increased dramatically. Mr. Scerbo wanted to know if they could track who used the helistop. Mr. Erskine explained that a staff member must be paged for a pilot to obtain the door code key and noted that they had regular users; they knew the pilots and the tail numbers. For touch and go procedures, there was video surveillance. He added that helicopters must contact the Fort Lauderdale tower prior to landing as well.

Motion was made by Mr. Pollock and seconded by Mr. Petreccia to approve the staff recommendation and to obtain more information from the study on the usage of the heliport. In a voice vote, the motion passed with Ms. McDonald, Mr. Petreccia, Mr. Pollock, Mr. Scerbo, Mr. Stella, Ms. Woods and Chair Brenneman in favor, Mr. Aston and Mr. Iversen opposed.

Update Items

A. Noise Monitoring Enhancements Joint Participation Agreement Expiration

Mr. Cervasio informed the Board that the Airport identified a project in the 1997/98 Capital Improvement Program to improve the Noise Monitoring System with an estimated \$150,000 of enhancements. At that time, the City anticipated it would be able to 95% grant funding to accomplish the project and set aside \$7,500 in matching funds. The Florida Department of Transportation (FDOT) agreed to participate in the project and initiated a Joint Participation Agreement (JPA) in the amount of \$7,500, which was executed by the City and the State in Fiscal Year 01/02.

Mr. Cervasio explained that the Federal Aviation Administration had been unable to fund their \$135,000 share of the project, and had indicated that they would not be able to fund this project in the foreseeable future. The JPA was due to expire September 30, 2005. Although FDOT has extended this agreement in the past, they have indicated that they will not be able to do so again.

Mr. Pollock asked if this would have any effect on the noise-monitoring program. Ms. Bennett assured him that it would not; they would continue monitoring as they had been.

B. Clara Bennett – 2005 Salute to Business Award

Mr. Cervasio announced that the Greater Fort Lauderdale Chamber of Commerce would present Ms. Bennett with the 2005 Salute to Business Award at their annual awards dinner on Wednesday, October 19, 2005. Anyone wishing to attend should contact Sharon Dreesen at 954-828-4966.

The Board congratulated Ms. Bennett.

C. Noise Compatibility Program

Noise Abatement Program - Pilot Workshop:

Ms. Deardorff announced that In October, the Noise Abatement Office would host an informational workshop for jet pilots, the purpose of which was to inform the pilots of the Noise Abatement Program, review current procedures, and provide a demonstration of the Airport Noise and Operations Monitoring System (ANOMS).

Achievements in Community Excellence (ACE) Awards:

Ms. Deardorff informed the Board that in 1998, FXE implemented a new element of the Pilot Information Program designed to provide pilots and aircraft operators with incentives to reduce noise levels. The program, called the Achievements in Community Excellence (ACE), would award tenants and individuals who made exceptional efforts to comply with the elements of the Noise Abatement Program, and help the Airport achieve its goal of being a good neighbor to the nearby residential communities.

Noise Monitor Calibration:

Ms. Deardorff explained that the Airport currently operated six noise monitors located in the surrounding communities. As part of the yearly maintenance contract, Southeast Acoustical Services provided an annual calibration of each noise monitor. Ms. Deardorff noted that two microphones had been replaced after Hurricane Katrina and now all six monitors were in proper working condition. Ms. Bennett circulated maps showing the location of the microphones in the surrounding area.

Mr. Iversen pointed out that the number of over-80 decibel events for June 2005 was the same as June 2004. Ms. Bennett agreed, but noted that the number of total runway departures had risen from 489 in 2004 to 691 in 2005. Mr. Iversen asked what impact the additional customs hours had on noise events. Mr. Cervasio stated that there had been a slight downturn in activity from 286 in July to 237 in August between 5 and 9 p.m. This amounted to 9-10 per day in July and 7-8 per day in August. Mr. Cervasio also noted that 80% of the aircraft stayed at FXE.

Mr. Iversen said that it was not clear how much money was budgeted for the Part 161 study. Mr. Iversen asked if the money was set aside for this specific project. Ms. Bennett explained that this was budgeted through the City's Capital Improvement Program (CIP) and the Airport needed approval to obtain money on a project-by-project basis, the same as a runway repair project. Ms. Bennett said they had referred to a part 161 Study in their part 150 Study and had started allocating money to the CIP. They had approximately \$400,000 currently in the CIP for a Part 161, to which they added \$200,000 yearly.

D. Development and Construction

Airport Projects in Development

Runway 13-31 Pavement Rehabilitation/Taxiway Alpha Relocation

Mr. James explained that survey work had begun in July in preparation for the Runway 13-31 pavement rehabilitation project and Taxiway Alpha relocation project. Northway-Photomap Inc. completed all of Runway 13-31 topographical survey, and NODARSE and Associates had marked site locations along Taxiway Alpha for core drilling samples to be taken at a later date. Airport tenants would be invited to attend a preliminary design meeting, to be held on September 29, 2005 at 10:00 a.m.

E. Arrearages

There were no arrearages to report.

F. Update on Fort Lauderdale-Hollywood International Airport

Mr. Pollock reported that he had attended the noise abatement workshop at Fort Lauderdale-Hollywood International Airport a couple of weeks ago. He stated that the County had not yet filed a lawsuit against the FAA. The environmental impact study was still being done and was due in June 2006. If the FAA approved the new runway plan, construction would probably take place in about three years, to be completed after another four years.

Mr. Scerbo asked who had requested the study. Mr. Pollock replied that it was the County Commission. He noted that there had been an informal agreement not to use the crosswind runway except in an emergency, but the FAA felt that the impact the backups were having on the entire system constituted an emergency situation.

Other items of interest

For the benefit of the new members, Ms. Bennett gave an informative Power Point presentation on FXE.

There being no further business before the Board, the meeting adjourned at 2: 43 p.m.

Bunney Brenneman, Chairman

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.