CITY OF
FORT LAUDERDALE

Venice of America

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office-Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, June 22, 2006, 1:30 p.m.

	Board Members	Present/Absent	Cumulative Attendance 1/06 – 12/06 Present	Absent
1	William Aston	P	5	0
2	Bunney Brenneman, Chair	P	5	0
3	Kenneth Gross	P	1	0
4	Steve Halmos	P	1	0
5	Cynthia McDonald	A	3	2
6	John McKaye	P	5	0
7	John Milledge	P	3	2
8	Christopher Pollock	P	3	2
9	Joseph Scerbo	P	5	0
10	Debora VanValkenburgh	P	1	0
11	Sharon Woods	P	5	0

Airport/City Staff
Clara Bennett, Airport Manager
Mark J. Cervasio, Assistant Airport Manager
Alex Erskine, Assistant Airport Manager
Florence Deardorff, Airport Operations Aide
Rufus A. James, Airport Operations Aide
Fernando Blanco, Acting Airport Engineer
Marcin Jakimowski, Airport Management Intern

Visitors
Dave Bardt, Kimley-Horn and Associates
Joan Kuntz, Sheltair
Chris Gratz, City of Oakland Park
Andy Berns, City of Tamarac
Vicki Minard, Assistant City Attorney

The meeting was called to order at 1:34 p.m. by Chair Brenneman and roll was taken. New Board members introduced themselves in turn.

Ms. VanValkenburgh explained that she was an RN, she worked at the Florida Medical Center and was appointed by Commissioner Hutchinson. Mr. Gross stated he was a retired airline pilot and was appointed by Commissioner Rodstrom. Mr. Halmos explained that he too was appointed by Commissioner Rodstrom, he was in the real estate business and kept his own plane at FXE.

1. Approve Minutes of May 2006 Meeting

Motion was made by Mr. Pollock and seconded by Mr. Milledge to approve the minutes of the May 2006 meeting. In a voice vote, the motion passed unanimously.

2. Election of Chair and Vice Chair

Mr. Aston **nominated** Mr. Scerbo as Chair, seconded by Mr. Halmos.
Mr. Pollock **nominated** Ms. Brenneman as Chair, seconded by Mr. Milledge.
In a ballot vote, Ms. Brenneman was elected Chair 6 – 3.

Ms. Woods **nominated** Mr. Milledge as Vice Chair, seconded by Mr. Scerbo. Mr. Milledge was unanimously elected.

**3. Security Study Update Services – Kimley-Horn and Associates, Inc.
Task Order No. 20 - Project 10964**

Mr. Blanco explained that staff had negotiated Task Order No. 20 and the associated fees with Kimley-Horn and Associates, Inc. to update the Airport's 2001 Airfield Safety, Security and Access Study in the amount of $40,000. Airport staff and the Consultant Selection and Negotiation Committee had reviewed and approved the task order and the fees. The item was reviewed and approved by the Aviation Advisory Board (AAB) at its December 2005 meeting and approved by the City Commission on January 18, 2006 by way of Resolution No. 06-07. Mr. Blanco informed the Board that funds for this task order were available from the Airport's CIP and from a grant from the FDOT for approximately 80% reimbursement of eligible project costs.

Staff Recommendation:
Staff recommends approval of the proposed Task Order No. 20 with Kimley-Horn and Associates, Inc. for security update services and that Task Order No. 20 be recommended to the City Commission.

Mr. Pollock wanted to know who was on the consultant selection and negotiation committee. Ms. Bennett explained that the committee was the same one that had helped to develop the scope of services and selection of their general consultant and participated in the scope of the projects that encompassed the contract. They reviewed every task order associated with that

contract. Mr. Pollock asked the names and qualifications of the committee members. Ms. Bennett stated that Don Bastedo and Tom Newman were community representatives; also included were Becky Minardi with the Florida Department of Transportation Aviation Office, Earl Prizlee, City Engineer, Mark Cervasio, Assistant Airport Manager and Fernando Blanco, Acting Airport Engineer, providing staff support.

Mr. Aston asked if personnel and operations information could be provided to the Board; he felt the more educated they were, the better prepared they would be to make their decisions.

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

4. Runway 13-31 Pavement Rehabilitation and Construct Blast Pads– Construction Support/Inspection Services - Kimley-Horn and Associates, Inc. Task Order No. 21 – Project 10632

Mr. Blanco explained that staff has negotiated Task Order No. 21 and the associated fees with Kimley-Horn and Associates, Inc. to provide construction observation and support services for the runway 13-31 pavement rehabilitation project in the amount of $156,311. Airport staff and the Consultant Selection and Negotiation Committee had reviewed and approved the task order and fees.

Mr. Blanco informed the Board that funds for this task order were available from the Airport's CIP and from a grant from the Florida Department of Transportation and an anticipated grant from the Federal Aviation Administration. Mr. Blanco continued that the FDOT grant item had been reviewed and approved by the AAB at its April 20, 2006 meeting and approved by the City Commission on May 23, 2006 by way of Resolution No. 06-74.

Staff Recommendation:
Staff recommends approval of the proposed Task Order No. 21 with Kimley-Horn and Associates, Inc. for construction support/inspection services for the Runway 13/31 pavement rehabilitation and construction of paved blast pads and that Task Order No. 21 be recommended to the City Commission.

Mr. Halmos remarked that $156,000 seemed expensive for just observation, and Mr. Aston agreed. Mr. Blanco explained that this was approximately 6 – 7% of the construction costs and was in line with other projects. Mr. Cervasio noted that FAA and FDOT grant money would cover 97.5% of the project costs, and they required that inspection services be conducted.

Mr. Dave Bardt, Kimley-Horn and Associates, explained that the fees included monitoring, lab testing, DBE and electrical monitoring, as well as a "tremendous amount of paperwork with the FAA." Mr. Bardt explained that a blast pad was a paved area located at the end of a runway used to mitigate jet engine blast. He further explained that grooving was used to encourage

water runoff from the runway. Mr. Cervasio explained the general consultant selection process to Mr. Gross. He added that they had followed state and federal requirements to hire the consultants as an extension of staff.

Mr. Aston asked staff to provide the Board with details of the task orders to enable them to provide better guidance and assistance. Mr. Milledge felt it would be helpful to get additional backup regarding how the dollars were calculated.

Mr. Cervasio further explained the CCNA process for consultant selection to Mr. Halmos, noting that fees were not discussed until the negotiations stage; this was done to discourage selecting the low bidder and encourage selection of a company with whom staff could develop a good working relationship. The CCNA committee then evaluated individual construction task orders before they were put out to bid; the bidding was then conducted and selection was made on a low-bid basis.

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

5. Construction Services for Downtown Helistop Repairs
Kimley-Horn and Associates, Inc. - Task Order No. 22 - Project 10842

Mr. Blanco explained that staff had negotiated Task Order No. 22 and the associated fees with Kimley-Horn and Associates in the amount of $28,452.48 to conduct construction meetings, review shop drawings, field inspections, and contractors' pay applications pursuant to the Helistop repairs contract which the Board had approved at their May meeting. Mr. Blanco noted that airport staff and the Consultant Selection and Negotiation Committee had reviewed both Task Order and fees and found them to be acceptable. Mr. Blanco explained that funds for this task order were available by transferring approximately $28,452.48 from P10555-Helistop Infrastructure Recapitalization.

Staff Recommendation:
Staff recommends approval of Task Order No. 22 with Kimley-Horn and Associates, Inc. for construction services related to the replacement of the eastern stairs at the Downtown Helistop in the amount of $28,452.48 and that Task Order No. 22 be recommended to the City Commission.

Mr. Scerbo asked what the contract value was for the replacement; Mr. Blanco confirmed the contract was for approximately $610,000 for replacement of the eastern stairs and elevator deck. Mr. Pollock remembered that Commissioner Moore had some concerns about the project at the Commission meeting and asked Ms. Bennett to explain. Ms. Bennett informed he Board that

commissioner Moore had pulled the item from the consent agenda at Tuesday's meeting, and asked questions about the facility's revenue generation, and whether there were federal grants available for the project. Ms. Bennett explained that the stair materials had not held up to weather conditions and required replacement with the proposed stainless steel. Ms. Bennett continued that the Helistop was never intended to produce revenue; it was intended to provide an aviation link between the FXE area and downtown. Regarding the federal funding, Ms. Bennett stated that federal funds were used for capital improvements and construction projects, but were not available for maintenance. Funds for this project came out of airport enterprise funds that remained from the original project.

Ms. Bennett stated that Commissioner Moore had also asked if the Airport was participating in any renovations to the parking garage around the Helistop. Ms. Bennett confirmed that several years ago, $250,000 of Capital Improvement Program funds were identified to assist in replacing one of the elevators in the parking garage. New estimates were significantly higher than the originals and they must now identify additional CIP funds for the project.

Mr. Scerbo felt that the galvanized steel had deteriorated very quickly and asked if inspections had been performed during the course of the original project. Mr. Blanco said there had been several materials and fabrication issues in the first project. During the renovation, Kimley-Horn and City staff would inspect this project to be sure the problems were not repeated.

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

6. Helistop Spaceframe and Western Stairwell Painting - VIP Painting Inc. Change Order No. 1 - Project 9292C

Mr. Blanco explained that staff has noticed additional areas that were in need of paint at the Helistop. This change order was for removal of the deteriorated anti-slip material from the treads of the western staircase, priming of the stairs, and application of a non-slip material to the treads, risers, and landings. VIP would also remove all of the delaminated paint coatings and loose rust from the support beams on the underside of the Helistop. The beams would be coated with a polyurethane primer and a gloss enamel finish coat. The entire process was expected to take approximately 30 working days at a cost of $27,650.75. Mr. Blanco informed the Board that funding for this project was available by transferring funds from project P10555-Helistop Infrastructure Recapitalization in the amount of $27,650.75.

Staff Recommendation:
Staff recommends approval of Change Order No.1 to VIP, Inc., in the amount of $27,650.75, and that the contract be recommended to the City Commission.

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

Update Items

A. Noise Compatibility Program

Chair Brenneman said she had received four phone calls from residents questioning the existence or functionality of monitors number 1 and 2. Chair Brenneman had assured them that the monitors were in place, but couldn't guarantee whether they were operational.

Ms. Deardorff stated that there were 6 noise monitors. She distributed a list of addresses for the monitors and a map indicating the monitors' locations. She noted that most of the noise statistics were collected from monitor number 2.

Ms. Bennett informed new Board members that they worked with all homeowner associations east of the airport, the Northeast Alliance, the District 1 Alliance and some homeowner associations in other municipalities. They provided the noise statistic information to all association presidents and newsletter editors in the area, and the editors often included this information in their newsletters. She agreed to create a briefing packet regarding the noise monitoring system to be included with next month's Board packet.

Ms. Deardorff added that after Hurricane Wilma, several monitors were damaged and not properly operational for a few months. The upgrade of the ANOMS system had also enabled them to capture more information than before, effectively increasing the noise statistics.

Nighttime and I-95 Turn:

Mr. Scerbo asked why there were recently fewer I95 turns per month than at the beginning of the year. Ms. Bennett explained that the I95 turn was assigned based on route of flight. Mr. Pollock wondered if this might be attributed to the FAA's re-routing of southeast air routes; Ms. Bennett doubted this.

Mr. Aston remarked that the Board had devoted considerable time to noise issues in the past year. He referred to the recent consultant's report that indicated that FXE was actually a very quiet airport. The report also pointed out that single-event noise was very difficult to eliminate. Mr. Aston felt that one of the problems in the community might be that they had unreasonable expectations. He noted that communities did not "own that air" and their only recourse was to "seek to have the federal government look at things your way." He felt airport staff often "took a bad fall" regarding airport noise issues.

B. Development and Construction

NW 21st Terrace & NW 15th Avenue Drainage Improvements

Mr. James explained that on June 2, 2006, Tenex Enterprises commenced survey and layout work for the drainage improvements along NW 21st Terrace and NW 15th Avenue. The contractor had also completed removal and disposal of chain link fence, excavation of large debris and the installation of temporary chain link fence.

Terminal Aerodrome Forecast

Mr. James informed the Board that on June 9, 2006, Assistant Airport Manager Mark Cervasio and Airport Intern Marcin Jakimowski had met with a representative from the National Oceanic and Atmospheric Administration (NOAA) to discuss the possibility of establishing a Terminal Aerodrome Forecast (TAF) for FXE.

Mr. James explained that a TAF was a report of expected meteorological conditions at an airport during a specified time period. These were scheduled four times per day for 24-hour periods beginning at 0000Z. These reports provided a significant safety advantage for any aircraft operating at FXE by providing more accurate weather forecasts. Mr. James reported that the decision was made to create a TAF for FXE and staff was in the process of drafting a letter of need to the National Weather Service southern regional headquarters in order to start the process.

C. Arrearages

There were no arrearages to report in rent or fuel flowage.

D. FLL Update

No update provided.

Chair Brenneman reminded the Board that the next Aviation Advisory Board meeting would be held Thursday August 24, 2006 at 1:30 pm. Chair Brenneman invited the Board to attend a tower tour on July 27. Ms. Bennett stated they must first clear this with the FAA; she would keep the Board informed.
There being no further business before the Board, the meeting adjourned at 3:08 p.m.

John Milledge Vice Chair, for

John Milledge, Vice Chair, for Bunney Brenneman, Chairman

PLEASE NOTE:
If any persons decide to appeal any decision made with respect to any matter considerec this public meeting or hearing, he/she will need a record of the proceedings and, for sucl 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.