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CITY OF
FORT LAUDERDALE

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office - Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, April 26, 2007, 1:30 p.m.

Board Members	Attendance	Cumulative Attendance 1/07 to 12/07	
		Present	Absent
William Aston	P	2	1
Bunney Brenneman, Chair	P	3	0
Lloyd Evanson	P	3	0
Kenneth Gross	P	2	1
Steve Halmos	A	0	3
Cynthia McDonald	P	3	0
John McKaye	P	2	1
Christopher Pollock	A	1	2
Joseph Scerbo	P	3	0
Deborah VanValkenburgh	P	2	1
Sharon Woods	P	3	0

Airport/City Staff

- Clara Bennett, Airport Manager
- Mark J. Cervasio, Assistant Airport Manager
- Alex Erskine, Assistant Airport Manager
- Florence Deardorff, Noise Abatement Officer
- Rufus A. James, Airport Operations Supervisor
- Vicki Minard, Assistant City Attorney
- Fernando Blanco, Airport Engineer
- Leslie Carhart, Administrative Assistant II
- Sharon Dreesen, Administrative Aide

Visitors

- Don Campion, Banyan Air Service
- George Weaver, Beuhler Aviation
- Steve Stella, former Aviation Advisory Board member
- Cynthia Frank, Denholtz Associates
- Joan Kuntz, Sheltair
- Justin Proffitt, City of Oakland Park

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The meeting was called to order at 1:32 p.m. by Chair Brenneman and roll was taken.

1. Approve Minutes of March 2007 Meeting

Motion was made by Ms. VanValkenburgh and seconded by Ms. Woods to approve the minutes of the March 2007 meeting. In a voice vote, the motion passed unanimously.

2. Presentation of Service Plaque to Steve Stella

Chair Brenneman presented Mr. Stella with a plaque thanking him for his service on the Airport Advisory Board.

3. Vegetation Maintenance Contract Award - Stiles Landscape Co.

Mr. Erskine informed the Board that staff had completed bidding for Airport tree trimming and removal services and described the services.

The LAPC Site, Parcel 8J and adjacent areas

Mr. Erskine stated the first part of this bid addressed completing maintenance activities and selective clearing in the Local Area of Particular Concern (LAPC) and adjacent areas.

Mr. Erskine said that in conjunction with the Runway 13-31 Pavement Rehabilitation Project, it had been necessary to relocate several Gopher Tortoises to assure their safety and to comply with State law. This necessitated obtaining permits for their relocation from the Florida Fish and Wildlife Conservation Commission (FFWCC). The FFWCC had made their approval of this permit contingent upon our carrying out certain maintenance and enhancement activities in the area designated by Broward County as an LAPC.

Mr. Erskine explained that these activities were intended to substantially increase the amount of light reaching the ground to promote the growth of vegetation that Gopher Tortoises forage on. Mr. Erskine said this work would include removal of all exotic species, thinning of the dense clusters of small scrub oak under one inch in diameter, removal of lower limbs on the larger native trees, and clearing the areas of extensive vine growth.

Mr. Erskine informed the Board that some limited use of herbicidal treatments might be necessary to retard the further growth of exotic and invasive species, and to ensure that the work was completed with minimal impact, they would contract with Evans Environmental & Geosciences to supervise the clearing activities.

The Proposed Maintenance Building Site, Parcel 30B

Mr. Erskine continued that the second part of the bid addressed the need to clear all exotic species of trees and shrubs from an area just east of the Airport Administration Building. Mr. Erskine reminded the Board that FXE's Capital Improvement Program identified the need to construct a new maintenance building, and he informed them that an area east of the Administration Building had been selected as a desirable site. In order to proceed with the preliminary survey and geotechnical testing of the site, a certain amount of clearing work must be completed.

Mr. Erskine stated that in March 2007, bids were solicited from 280 firms. A pre-bid meeting was held on March 21, 2007, at which eleven interested vendors were represented. He explained that the bid was developed with the assistance the Procurement Department and allowed contract renewals for up to four one-year extensions.

Mr. Erskine reported that staff had reviewed the licenses and references of the lowest responsive bidder, and had spoken with the contract representatives who submitted the bid. They had determined that the lowest bidder, Stiles Landscape Co., had all the necessary licenses required by the bid and their references were acceptable.

Ms. Woods wondered why there was such a discrepancy in bid amounts. Mr. Erskine said the low bidder had attended the bid meeting and understood the scope of the work.

Mr. Aston felt they should take advantage of the positive publicity a project such as this engendered.

Mr. Scerbo felt the "correct price" for this project was \$70,000, and he felt the low bidder would find a way to make the hours fit their bid. He thought the bidding system should allow them to select a bidder that would do the job properly.

Mr. Erskine assured the Board that they had created a very detailed bid, so there was not a lot of room for excuses. He explained to Mr. Scerbo that the consultant was from Tampa and had been afraid to give an estimate, but felt the low bid was in line with what he would pay in the Tampa area. Mr. Erskine informed Ms. Woods that they were required to accept the lowest bid, unless their due diligence showed a bidder did not have the personnel or equipment to do the work.

Staff Recommendation:

The staff recommends that the City approves and awards the contract to Stiles Landscape Co. in the amount of \$38,000.

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

4. **Joint Participation Agreement with Florida Department of Transportation for Phase 1 Relocation of Taxiway Alpha Construction**

Mr. Cervasio reminded the Board that Runway 8-26 had three full-length parallel taxiways: Taxiway Foxtrot on the north, and Taxiways Alpha and Echo on the south side. The centerline-to-centerline separation of these taxiways to Runway 8-26 was 305', 250' and 500' respectively, but the standard centerline separation between a D-III runway and a taxiway was 400'. Mr. Cervasio explained that the current FAA-approved Airport Layout Plan (ALP) had Adaptation to Standard No. 1 dated October 1984, which allowed the non-standard 305' separation of Taxiway Foxtrot.

Mr. Cervasio stated the ALP also had Adaptation to Standard No. 2 dated October 1996, which stated: "Reduce Taxiway Alpha/Runway 8-26 separation to 250'. Taxiway Alpha restricted to aircraft weighing up to 12,500 pounds. Close Taxiway Alpha west of Taxiway Bravo when ceiling is below 800 and visibility minimums are less than two miles." This effectively reduced the use of Taxiway Alpha to small aircraft and closed it when weather was bad.

Mr. Cervasio continued that as part of the recently completed Runway 8-26 Rehabilitation project, the FAA required that a "Runway Safety Area Analysis" be completed. Kimley-Horn and Associates, Inc. had prepared this analysis to determine what could be done to improve the situation.

Mr. Cervasio said Kimley-Horn had identified two alternatives: remove the taxiway, or relocate Taxiway Alpha 90' to the south. Relocating the taxiway 90' to the south would create a centerline-to-centerline separation of 340' between Runway 8-26 and Taxiway Alpha and 160' between Taxiways Alpha and Echo, which would allow for the removal of the operational restriction on the use of Taxiway Alpha when jets occupied the runway and allow for simultaneous jet traffic on both Taxiways Alpha and Echo.

Mr. Cervasio reported that an evaluation of the utility of Taxiway Alpha, the possible corrective actions and the costs associated with those actions was conducted by representatives from the FAA, Florida Department of Transportation (FDOT), airport staff and members of the KHA team. The FAA representatives indicated that Taxiway Alpha in some form was vital to aircraft traffic flow at the airport. This was because of the efficiency of ground movements via the parallel taxiways on one side of the runway, and more importantly because of the use of the Runway 13-31 intersection departures. Relocating Taxiway Alpha would leave 3,167' of runway available from the Taxiway Alpha intersection.

Mr. Cervasio reminded the Board that at their meeting on March 23, 2005 they had approved a staff recommendation to enter into a JPA with the FDOT to accept \$13,754 in grant funding to accomplish the design necessary for the relocation/reconstruction of the taxiway. The City Commission had subsequently approved the recommendation at its meeting on April 19, 2005 and the grant funding for design was acquired.

Mr. Cervasio stated that at the Board's meeting on April 28, 2005 they had endorsed a staff recommendation to execute Task Order No. 10 with Kimley-Horn and Associates to provide the engineering services to prepare the taxiway project design. The City Commission had approved the recommendation at its meeting on June 7, 2005, the Task Order was executed and KHA completed the design for Phase 1.

Mr. Cervasio explained that due to anticipated FAA funding availability, the project had been broken down into two phases: the East portion and the West portion. Design work for Phase 1, the West portion, was completed in early January and the current cost estimate for the construction of this phase of the project was \$4,801,000. The FDOT has initiated a Joint Participation Agreement (JPA) in the amount of \$120,025 to cover 2.5% of the costs associated with the construction of Phase 1 of this project.

Staff Recommendation:

The staff recommends that the JPA be approved for the City to accept \$120,025 or up to 2.5% of the costs for the Phase 1 construction of Taxiway Alpha.

Mr. Gross wondered if Taxiway Alpha was needed at all, and if it was worth spending the money. Mr. Cervasio said they had resisted it, but the FAA was pushing them to meet the new standards and had required the study as part of the 8-26 rehab project.

Motion was made by Mr. Scerbo and seconded by Mr. Aston to approve the staff recommendation. In a voice vote, motion passed 7 – 1 with Mr. Gross opposed.

5. Maintenance Building- DeRose Design Consultants, Inc. - Task Order No. 3 & Task Order No. 5

Mr. Blanco explained that Task Orders 3 and 5 provided for mechanical, electrical, and structural design services related to the proposed new Airport Maintenance Building. He stated that the existing Airport Maintenance Building required renovation and upgrade, and the existing site was ill suited for the scope and type of improvements needed. There was a more suitable piece of vacant land located adjacent and to the east of the FXE administrative offices.

Mr. Blanco continued that the new facility would be configured and designed to complement and enhance the existing administrative offices. The building would be approximately 7,200 square feet of gross building area and 2 acres of associated site improvements for parking, landscaping, and an access road connecting the ramp area

to Taxiway Foxtrot. Mr. Blanco said a contemporary architectural style would be applied to assure visual compatibility with the existing facilities, and the building would be constructed to Category 5 Hurricane specifications to provide for an alternate facility in the event the Administration Building was damaged during a storm. This facility would house the Airport's equipment, maintenance and security operations staff.

Mr. Blanco said the City's architectural staff would design the facility in-house. DeRose Design Consultants, Inc. would be contracted to provide mechanical, electrical, and structural design services.

Mr. Blanco reported that staff had negotiated Task Order 3 and Task Order 5 and the associated fees with DeRose Design Consultants, Inc., to provide the required design services for the new maintenance facility in the amounts of \$17,350 and \$14,970, respectively. Funds for this Task Order are available within the Airport's approved 2006/07 CIP.

Staff Recommendation:

The staff recommends the City approve and authorize the proposed task orders as described:

- Task Order No. 3 with DeRose Design Consultants, Inc. for mechanical and electrical design services in the amount of \$17,350, and
- Task Order No. 5 with DeRose Design Consultants, Inc. for structural engineering services in the amount of \$14,970.

Mr. Scerbo asked about nearby security personnel, and Mr. Erskine explained that the Broward Sheriff's Office Aviation unit was on the premises, and the Florida Fish and Wildlife Conservation Commission helicopter was based at the Airport, in addition to other security personnel. Mr. Scerbo asked if the Airport security personnel could respond to an outside security breach, and Mr. Erskine said they were constantly on patrol and could respond faster than an off-site security force.

Mr. Aston asked about security drills, and whether the different agencies worked together. Mr. Erskine described a response to a breach. Ms. Bennett said they also had a documented security plan, as required by statute, which detailed the coordination. She said this was kept confidential, as allowed by the statute.

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

6. Maintenance Building- Kimley-Horn and Associates, Inc. - Task Order No. 25

Mr. Blanco explained that Task Order 25 was for design services related to the Airport's new Maintenance Building. The scope of the Task Order included civil engineering design services for the facility, including, but not limited to:

- Creating a schematic design
- Preparing and finalizing DRC plans
- Providing construction documents and specifications for paving, grading, and drainage
- Preparing, submitting, and revising plans per County and City comments, and
- Coordinating bid activities and the phasing of services and project components.

Mr. Blanco reported that staff had negotiated Task Order 25 with Kimley-Horn and Associates, Inc., to provide civil engineering design services for the subject facility in the amount of \$73,960. Funds for this Task Order were available within the Airport's approved 2006/07 CIP.

Staff Recommendation:

The staff recommends the City approve and authorize Task Order No. 25 with Kimley-Horn and Associates, Inc. for civil engineering design services in the amount of \$73,960, and that Task Order No. 25.

Mr. Scerbo said he had reviewed this task order and agreed with it.

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

7. Runway 13-31 Pavement Rehabilitation and Construct Blast Pads - Final Adjusting Change Order No.1 - General Asphalt Co., Inc.

Mr. Blanco explained that the Runway 13-31 Pavement Rehabilitation project had been completed in March 2007. This project provided for the milling, resurfacing, and construction of blast pads at either end of the Runway 13-31 and included associated grading, paving, airfield striping, and electrical work.

Mr. Blanco said a change order to the contract with General Asphalt Co., Inc. was being executed to reflect the differences between the original contract and final as-built quantities as documented and verified by City inspection personnel. Mr. Blanco explained that the overall increased cost of the change order was \$15,589.34, and they would be requesting reimbursement of approximately 95% of the above amount from the FAA as grant eligible expenses.

Staff Recommendation:

The staff recommends the City approve and authorize this final adjusting Change Order No. 1 with General Asphalt Co., Inc. in the amount of \$15,589.34.

Chair Brenneman asked for an estimate of the credited reductions for the sod, grading and electrical work. Mr. Blanco estimated approximately \$50,000.

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

8. Fund Transfer to Parking for Downtown Central Parking Garage Elevator Replacement

Mr. Cervasio explained that during the conceptual development and design of the John Fuhrer Downtown Helistop located above the Central Parking Garage (CPG), it was determined that one of the four hydraulic seven story elevators existing in the garage had the capacity to service both the garage patrons and helistop users.

Mr. Cervasio said the Parking and Fleet Services Department had undertaken a project to rehabilitate the CPG, including the replacement of the hydraulic elevators with four new traction units. Parking had requested that FXE assist in paying for the replacement, and the Airport agreed to assist with funding 25% of the cost to replace the four CPG elevators.

At that time, the estimated to replace the four elevators was approximately \$1,000,000. The airport's 2003/2004 Capital Improvement Plan (CIP) included \$250,000 to cover its share of the elevator replacement. The \$250,000 was appropriated to the project in January of 2004.

The actual cost of the elevator replacement would be \$2,149,333.42. The airport's 25% share was now \$537,333.36. Less the \$250,000 appropriated from the Airport in 2004, FXE must provide an additional \$287,333.36, which they proposed to do from the Airport's retained earnings fund.

Staff Recommendation:

The staff recommends the City approve and authorize the transfer from the Airport's retained earnings fund of \$287,333.36 as the remainder of the Airport's contribution for the Central Parking Garage elevator replacement.

Mr. Cervasio informed Mr. Gross that they averaged one to two helicopters per day, and they did not monitor use of the elevator. Mr. Gross felt that 25% seemed like a large percentage, compared to Helistop patrons' use of the elevator. Mr. Cervasio reminded him of the original savings due to not having to build their own elevator.

Ms. Bennett explained to Ms. McDonald that the Commission had already approved the concept of the Airport's contributing 25% and this accommodated that policy.

Motion was made by Mr. Scerbo, seconded by Ms. McDonald to approve the staff recommendation. In a voice vote, motion passed 6 – 2 with Ms. VanValkenburgh and Mr. Gross opposed.

9. ERA Systems Corporation - Noise Monitor Service Agreement Renewal

Ms. Deardorff explained that the Airport currently had a contract with Rannoch Corporation to maintain the noise monitoring terminals (NMTs) and microphones. [The company recently changed its name to ERA Corporation.] Ms. Deardorff continued that ERA Corporation's contract ended on July 15, 2007. They had submitted a new contract for four years ending on July 15, 2011, for \$2,115 per noise monitor. The annual cost would be \$12,690, and the total 4-year cost will be \$50,760.

Ms. Deardorff informed the Board that the Airport was considering replacing the existing noise monitors, as the technology was at least 17 years old. The proposed replacements would be wireless units that would send the data directly to the Internet. This would be faster and more reliable than the existing telephone dial-up modems. Therefore, the ERA contract would include a termination clause that would allow the City to terminate the contract with a thirty-day written notice at no extra cost to the City. Ms. Deardorff said ERA was aware that FXE was considering replacing the existing noise monitors.

Staff Recommendation:

The staff recommends the City approve and authorize a four- (4) year contract for a Noise Monitor Maintenance Service Agreement with ERA Corporation for the amount of \$50,760.00 for the total four (4) years, pending Procurement Department and City Attorney review.

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

Update Items

A. Noise Compatibility Program

Coral Ridge Isles Homeowners Meeting

Ms. Deardorff reported that staff had attended the Coral Ridge Isles Homeowners meeting on April 12, 2007 to provide information about the Airport and Noise Abatement

Program to the residents and answer questions about the noise abatement program. Commissioner Christine Teel had also attended and spoke at the meeting.

Noise Abatement Workshop – Jet Pilots

Ms. Deardorff informed the Board that on April 12, 2007, staff had held a Noise Abatement Workshop for jet pilots. They had provided background information on the Airport and the Noise Abatement Program. The workshop reviewed the measures in place to reduce noise and focused on the Noise Abatement Procedures and how the pilots could help to reduce noise over the surrounding communities. Commissioner Christine Teel had spoken with the pilots to encourage their cooperation to reduce noise and to share this information with other pilots.

Nighttime and I-95 Turn

Ms. Deardorff reported that for March 2007, there were no noise events over 80 dB at night. Also at night (11:00 p.m. and 7:00 a.m.), 72 jets flew the I-95 Turn and 6 of those jets were stage-two aircraft.

Noise Abatement Program Statistics

Ms. Deardorff provided the Board with data summaries of the Noise Abatement Program statistics for the month of March 2007.

Mr. Scerbo asked about the 25% increase; Ms. Deardorff explained that the increases over the past three months were virtually identical to the same period last year.

Chair Brenneman remarked on the misinformation about the Airport, and felt more educational outreach must be done. She asked Board members to make the effort to correct bad information that was circulated.

Mr. McKaye reported that most of the reports he received of aircraft noise concerned low-flying aircraft on Saturdays and Sundays after midnight. Ms. Deardorff informed Mr. Scerbo it was difficult to identify small, propeller VFRs, but they could conduct further investigations. They planned a turbo-prop pilot workshop soon, and hoped they could advise the pilots to get as much altitude as they could.

B. Development and Construction

Pavement Demolition and Drainage Improvement

Mr. James stated that on April 2, 2007, Tenex Enterprises, Inc. had performed demolition and removal of the asphalt in three areas of the Airport. Some minor electrical work would be required for the relocation of taxiway guidance signs and guard lights, and installation of new taxiway guidance lights. Mr. James said he would advise the Board on the final completion of this project.

Downtown Helistop Staircase Replacement

Mr. James reported that the staircase replacement project at the downtown Helistop was over 50% complete. The remainder of the project would consist of staircase and handrail completion, installation of stairwell lighting, application of paint, and final inspection. He promised to provide the Board with an update when the project was complete.

2007 Air & Sea Show

Mr. James informed the Board that beginning on Monday, April 30 2007, McDonald's National Salute to America's Heroes would begin National Military Appreciation Month. The U.S. Navy's Fleet Week and the 2007 Air & Sea Show would be part of the national salute and would run through Sunday, May 6 2007. The Air & Sea Show was scheduled for Saturday, May 5th and Sunday May 6th with a military demonstration of aerobatic maneuvers being performed by the U.S. Air Force Thunderbirds. Mr. James explained that during flight demonstration, FXE Airport would experience limited flight operations at specific times.

C. Arrearages

There were no arrearages to report.

D. FLL Update

Ms. Deardorff reported that she had been attending the meetings for the Broward County Part 150 noise study and the FLL runway expansion project. Ms. Deardorff distributed public comment forms to the Board and advised them to submit them by May 21st to be included in the Environmental Impact Study. She reported there would be a public hearing on May 1 at the convention center. The workshop started at 4 p.m. and the hearing began at 6 p.m.

Ms. Deardorff said they had created a form letter to extend the hours of the I-95 turn from 8 p.m. to 8 a.m. The letter was posted on the website.

Chair Brenneman announced that immediately following their meeting, the Noise Office staff would present materials from the pilot workshop.

Mr. Scerbo asked Ms. Bennett to provide a summary of the Airport's security, its funding, and what staff felt could be done to prepare for the future. Ms. Bennett agreed to provide this.

Mr. Aston wanted more information on the Airport's funding sources, and asked that this be provided to the Board.

Ms. Bennett invited the Board to attend the Community Appearance Awards on May 22 at 5 p.m. at City Hall. She noted that Banyan Air Service was in the running.

There being no further business before the Board, the meeting adjourned at 3:03 p.m.

- Next scheduled meeting date: Thursday – May 24, 2007 – 1:30 PM



Bunney Breneman, 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.