



Venice of America

CITY OF
FORT LAUDERDALE

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office - Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, May 24, 2007, 1:30 p.m.

Board Members	Attendance	Cumulative Attendance 7/1/06 to 6/30/07	
		Present	Absent
William Aston	P	6	1
Bunney Brenneman, Chair	P	6	1
Lloyd Evanson	P	6	0
Kenneth Gross	A	5	2
Cynthia McDonald	P	7	0
John McKaye	P	4	3
Christopher Pollock	A	4	3
Joseph Scerbo	P	7	0
Deborah VanValkenburgh	P	6	1
Sharon Woods	A	6	1

Airport/City Staff

Clara Bennett, Airport Manager
Mark J. Cervasio, Assistant Airport Manager
Alex Erskine, Assistant Airport Manager
Florence Deardorff, Noise Abatement Officer
Debra Donato, Administrative Assistant I
Stephanie Horchreder, Airport Programs Aide
Fernando Blanco, Airport Engineer
Rufus A. James, Airport Operations Supervisor
Jason Robinson, Airport Operations Aide
Leslie Carhart, Administrative Assistant II
Sharon Dreesen, Administrative Aide

Visitors

Bonnie Schultz, FAA Tower
Don Campion, Banyan Air Service
George Weaver, Beuhler Aviation
Detective Larry Keesling, FLPD
Detective Mike Dietz, FLPD
Detective Kim DiCristofalo, FLPD
Sergeant Bill Schultz, FLPD Homeland Security
Major Paul Kiley, FLPD
Captain Tom Herrington, FLPD

FORT LAUDERDALE EXECUTIVE AIRPORT
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Dave Bardt, Kimley-Horn Associates
Joan Kuntz, Sheltair
Justin Proffitt, City of Oakland Park
Terry Huenfeld
Jose Maldonado
James Long
Jose Beira
Shawn Mack
Mike Sullivan

The meeting was called to order at 1:39 p.m. by Chair Brenneman and roll was taken.

1. Approve Minutes of April 2007 Meeting

Motion was made by Mr. Scerbo and seconded by Ms. VanValkenburgh to approve the minutes of the Board's April 2007 meeting. In a voice vote, the motion passed unanimously.

2. Presentation: Airport Operation Area Driver Awards

Clara Bennett, Airport Manager, presented 5 Year awards to Terry Huenfeld, Jose Maldonado and James Long, 10 Year awards to Jose Beira and Shawn Mack, and a 20 Year award to Mike Sullivan.

3. Federal Aviation Administration Air Traffic Control Tower Reimbursable Agreement

Ms. Donato explained that since 1990, the City had reimbursable agreements with the Federal Aviation Administration (FAA) for the air traffic control tower at FXE to operate 24 hours per day and for the Airport to reimburse the FAA for the costs associated with the overnight operation. The 24-hour-per-day operation of the tower had helped FXE to reduce jet aircraft noise over residential areas by use of the "I-95 Turn", the closure of Runway 13/31, a voluntary training restriction, a run-up restriction, and the preferential use of Runway 26. The operation of the Tower at night had also enhanced the safety of Airport operations.

Ms. Donato informed the Board that the cost for the current year was \$222,280.20 and the estimated cost for next year was \$208,258.70. The agreement required the FAA to notify the City if actual costs were expected to exceed the estimate by more than 10%.

Ms. Donato stressed that this program was essential for FXE and the FAA to implement the recommended nighttime noise abatement procedures, which significantly reduced noise over residential areas during sensitive nighttime hours.

Staff Recommendation:

The staff recommends approval of the FAA Reimbursable Agreement with the FAA for 24-hour FAA Air Traffic Control Service at Fort Lauderdale Executive Airport at an estimated cost of \$208,258.70 for fiscal year 2008.

Ms. Bennett explained to Mr. Aston that this measure had been implemented as the result of a noise study conducted in the late 1980s that recommended the tower be open at night in order to utilize noise abatement measures. FXE must be open 24 hours per day, but if the tower were closed, they would be unable to utilize the noise abatement measures at night.

Ms. Bennett explained that most general aviation airports closed at approximately 11 p.m. She said the FAA had agreed to cover the hour from 11 p.m. to midnight because the activity level was high enough then. She agreed to provide the Board with the data on the number of operations between midnight and 6 a.m.

Mr. Scerbo said at \$220,000, it could prove very expensive for the limited number of flights during those hours. Ms. Bennett reiterated that this was an important element of the noise abatement program. It was a cost of doing business for the airport to be sensitive to the needs of the community at night.

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

4. Review Noise Compatibility Program Implementation - Kimley-Horn and Associates - Task Order 26 - Harris Miller Miller & Hanson, Inc.

Ms. Deardorff explained that in April 2006, Harris Miller Miller & Hanson, Inc. (HMMH) had conducted an update to FXE's noise contours, which concluded that overall noise was decreasing, but calls received to the hotline and correspondence to the City indicated the citizens' perceptions were that noise levels and air traffic were increasing.

Ms. Deardorff reported that staff was working with Congressman Ron Klein and Congressman Alcee Hastings to request that the FAA extend the hours of the I-95 Turn. In addition to proactive efforts to implement the Noise Compatibility Program, Ms. Deardorff believed that an assessment of their methods could result in further improvement of their effectiveness, efficiency, and overall organization.

Ms. Deardorff informed the Board that HMMH was an approved sub-consultant under City contract, and had an established history with FXE's Noise Abatement Program. Under this Task Order, HMMH would provide professional services to complete the following:

- An inventory and review of program elements
- A review of the aviation-industry educational and informational materials and meetings
- An update of our community outreach educational and informational materials and meetings
- Provide recommendations for improved program effectiveness, efficiency and overall organization

Ms. Deardorff said staff had negotiated Task Order 26 with the Airport's general aviation consultant, Kimley-Horn and Associates, Inc., to develop the Review of Noise Compatibility Program Implementation in the amount of \$59,200. The project costs were available in the Airport's approved 2006/2007 Capital Improvement Plan in the amount of \$59,200 under P10770-Noise Improvement Program.

Ms. Deardorff stated staff and the Consultant Selection and Negotiation Committee (CSNC) had reviewed the Task Order and fees. Pending concurrence by the CSNC, staff recommended approval of Task Order No. 26 with Kimley-Horn and Associates, Inc.

Staff Recommendation:

Staff recommends approval of the proposed Task Order with Kimley Horn and Associates, Inc. with Harris Miller Miller & Hanson, Inc. as sub-consultants for professional services for the Review of Noise Compatibility Program Implementation in the amount of \$59,200.

As a member of the Consultant Selection and Negotiation Committee, Mr. Scerbo had reviewed the task order, and reported that because of the public's perception that noise was increasing, they could not afford to wait eighteen months to complete the study. He felt they should be able to complete the project in six months. Mr. Scerbo felt most of the data was available from other airports.

Ms. Bennett thought the consultant was being very cautious about the time involved. She said staff wanted to have the program under way and measures reviewed for improvement prior to the next busy season in the late fall. Chair Brenneman suggested an interim report could be provided for staff to work with. Ms. Bennett said she anticipated the process would take six to nine months, but they must allow for City processing time.

Motion was made by Mr. Scerbo and seconded by Ms. McDonald to approve the staff recommendation, and send this item to the City Commission as soon as possible. In a voice vote, the motion passed unanimously.

5. Project 11135 – Kimley-Horn and Associates, Inc. - Task Order No. 27 and Joint Participation Agreement with Florida Department of Transportation for Strategic Business Plan/Master Plan

Ms. Bennett explained that a Strategic Business Plan/Master Plan would articulate their vision for where they saw FXE heading in the future. They had developed a task order that was currently under review by the CCNA Committee, and would include:

- Analysis of the Airport's strengths, weaknesses, opportunities and threats
- Development of the City's goals and objectives for the Airport
- Forecast of aviation and non-aviation demand including socio-economic and business environment data
- Development of operational enhancement scenarios to optimize efficiency of airport facilities
- Environmental and financial planning to verify implementation and feasibility
- Development of Final Plans/Technical Report

Ms. Bennett continued that the task order included the development of a Technical Advisory Group (TAG) to help guide them through the process. Ms. Bennett stated the scope of services would be an evolutionary process because their goal was to have the mission, vision and goal-setting session provide a road map for the future of FXE.

Ms. Bennett said they were inviting input from the AAB, other municipalities, residents, their tenants and users to help articulate the vision and develop a plan that was based on sound business principles.

Ms. Bennett reported that staff had negotiated a task order with Kimley-Horn and Associates, Inc. in the amount of \$483,813. The FDOT has initiated a Joint Participation Agreement to provide \$336,000 in funding for this project. The remaining project costs were available in the Airport's approved FY 06/07 Capital Improvement Plan in the amount of \$10,500 and by transferring \$145,000 from P10770-Noise Improvement Program.

Staff Recommendation:

The staff recommends approval of Task Order 27 with Kimley-Horn and Associates, Inc., to develop the Strategic Business Plan/Master Plan for Executive Airport in the amount of \$483,183 and approval of the Joint Participation Agreement with the Florida Department of Transportation in the amount of \$336,000 for the development of the Plan.

Ms. Bennett informed Mr. Aston they anticipated the project would take one year. She explained they planned to have from five to seven meetings with the committee throughout the process to make sure they stayed on the right track. She added that any

forecasts developed of any future aviation activity must be reviewed by the FAA, which would take some time as well.

Mr. Aston felt in the time he had served on the Board, this was the most important thing that had come before them regarding the airport's future, and it demanded all their energies and all the support the Board could provide.

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

Update Items

A. Noise Compatibility Program

Noise Abatement Workshop – Jet Pilots for Airojet

Ms. Deardorff informed the Board that on May 9, 2007, staff held a Noise Abatement Workshop for jet pilots working for AiroJet Charters, Inc. Ms. Deardorff said the information had been very well received by the pilots.

Noise Abatement Workshop – Helicopter Pilots

Ms. Deardorff announced that on May 10, 2007, staff held their first Noise Abatement Workshop for helicopter pilots. They had used information created by Helicopter Association International (HAI), the industry association for helicopters worldwide. The workshop encouraged pilot cooperation to use noise abatement procedures over communities. Ms. Deardorff said this information had been very well received as well.

Nighttime and I-95 Turn

For April 2007, there were no noise events over 80 dB at night (11:00 p.m. - 7:00 a.m.). Also at night, thirty-four (34) jets flew the I-95 Turn and six (6) of those jets were stage-two aircraft.

Noise Abatement Program Statistics

Ms. Deardorff provided the Board with noise abatement program statistics for the month of April 2007. Ms. Deardorff explained that they had added some lines to the report.

Mr. Scerbo asked about the increase in residents' calls for the past five months. Ms. Deardorff noted that these typically increased from November through April. Chair Brenneman noted that they had performed community outreach that encouraged residents to call, and Commissioner Teel had sent a letter to the City encouraging calls as well, and this could help to explain the increase.

B. Development and Construction

Pavement Condition Index (PCI) Project 11120

Mr. James informed the Board that the FAA required the Airport Pavement Management System (APMS) to support funding for Airport pavement construction

projects. The AMPS used construction drawings, visual inspections of pavement conditions and other existing information to develop a Pavement Condition Index (PCI).

Recently, engineering inspectors from Kimley-Horn and Associates had begun inspecting the Airport taxiway pavement system to identify and record pavement distresses, including depression, jet blast erosion, rutting and swelling. Mr. James stated the results of the PCI would be incorporated with other factors to develop a maintenance and repair schedule for the Airport taxiway pavement. He agreed to provide the Board with an update on the taxiway PCI upon its completion.

C. Arrearages

There were no arrearages to report.

D. FLL Update

Ms. Deardorff announced that staff had been attending the public meetings regarding the runway use and the Environmental Impact Study at FLL. She reported that the City supported the B1C alternative, which entailed expanding and elevating runway 9 Right 27 Left 8,000 feet by 150 feet and decommissioning runway 1331. She informed the Board that the Broward County Commission would hold a public hearing to discuss the runway alternatives on June 5th at 6 p.m. at the Convention Center.

Mr. Aston referred to a recent newspaper article describing a much cheaper way to expand FLL by moving to a north runway. Mr. Aston said this plan would force the tenants on the north side of the airport to relocate, but was \$80 billion cheaper than the proposed alternatives.

Chair Brenneman explained that the proposed north runway to which Mr. Aston referred would be north of the main 9 Left 27 Right runway, which would put it in an area where there currently were FBOs. This configuration would impact Fort Lauderdale, and was not the option preferred by the City. The City preferred the expansion of the south runway. Chair Brenneman encouraged Board members to attend the June 5 hearing, and reminded members that a state-issued ID was required to enter the Convention Center area.

E. Airport Security Summary

Mr. Erskine gave a Power Point presentation describing FXE security, a copy of which is included with these minutes for the public record.

Mr. Aston asked if FXE had conducted security drills; Mr. Erskine explained that they maintained constant patrols. Mr. Aston insisted that drills must be conducted and refined.

Ms. Bennett informed the Board that the police had brought the Mobile Command Center to FXE and invited Board members to take a tour after the meeting.

Sergeant Bill Schultz explained that in Broward County, law enforcement was initiating "Smart Zone" which would enable their radios to utilize the nearest radio tower in several south Florida counties to be able to communicate directly with a Fort Lauderdale dispatcher. Sergeant Schultz said they had incorporated levels of communication accessibility for law enforcement, and many other municipal and federal agencies. He informed the Board that this connectivity had been utilized at the Air and Sea Show to allow all agencies to communicate on one radio channel.

Sergeant Schultz said his job included developing citywide mutual-aid scenarios, working with local and federal Department of Homeland Security representatives. They would initiate practice scenarios, some of which would relate to aviation.

Mr. George Weaver, Beuhler Aviation, asked if they had performed any incursion drills. Sergeant Schultz said his unit had been formed in January, and they would include this in their testing.

Major Paul Kiley explained that the FBI had formed joint terrorism task forces nationwide. He informed the Board that Miami had been one of the first formed, and one of their detectives had therefore been involved since the beginning, and any information or notice of any incident was immediately reported to their detective assigned to the joint terrorism task force.

Mr. Scerbo was concerned that it would not be possible to secure the entire airport with the security forces available. He felt they must engage the employees, contractors and tenants to allow them to communicate with law enforcement. Mr. Scerbo believed they would need to bring in other resources to secure the country, and to change their thinking about how they could secure their key facilities. He recommended staff broaden their study to include tenant training.

Sergeant Schultz said they were developing a public education program called "If you see something, say something." He agreed they could not do this alone. Sergeant Schultz said they would provide educational presentations to tenants and neighborhood groups.

Ms. Bennett announced that Banyan Air Service had been recognized by the City of Fort Lauderdale Community Appearance Board for their new terminal building. Mr. Campion said the Board's approval of items such as the 24-hour tower operation and runway improvements made it more attractive for private enterprise to invest in the airport, and he was proud Banyan could give back to the airport.

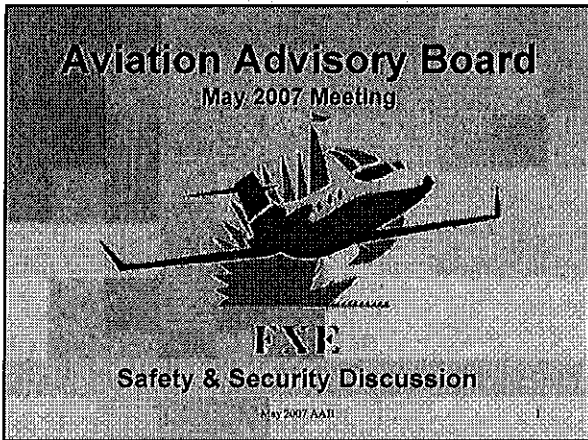
There being no further business before the Board, the meeting adjourned at 2:50 p.m.

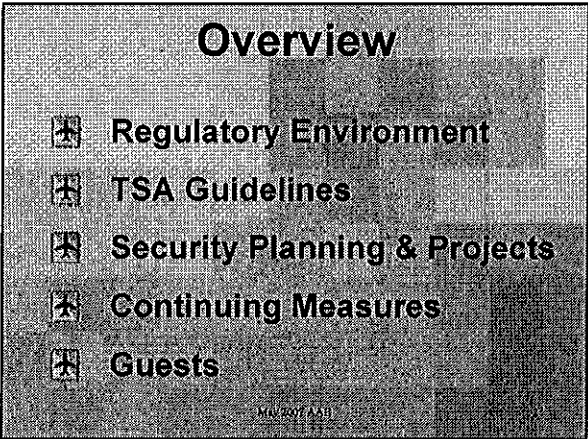
- Next scheduled meeting date: Thursday – June 28, 2007 – 1:30 PM

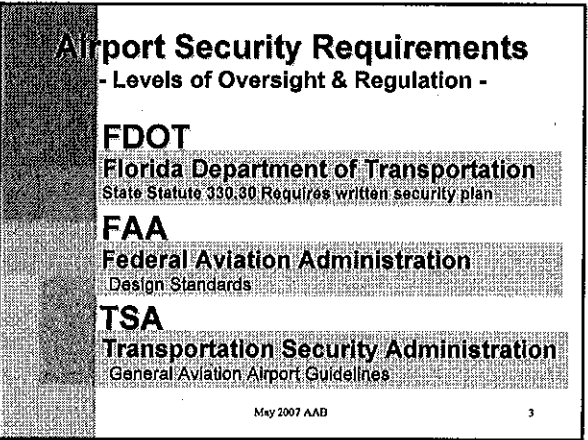

Bunney Brenneman, Chair

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.







FDOT - Florida Statute 330.30

Security Plan Required for License

All publicly or privately owned general aviation airport, open to the public; any runway greater than 4,999 feet in length, does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139.

Security Plan Consistent with Florida Airports Council Guidelines

Security Plan Updated Every 2 years

May 2007 AAB

4

FAA Design Standards

Design Standards Dealing with Perimeter and Access Security (Fencing, Gates, etc)

Security Authority Transitioned to the TSA

May 2007 AAB

5

TSA General Aviation Regulations

TSA Inspection Authority

Twelve-Five Rule

(Aircraft Operators Security, Passenger/Baggage Screening, Aircraft Inspections, etc.)

Flight Schools

- Flight Training for Aliens
- Flight School Security Awareness Training

Private Charter rule (Large Aircraft Only)

May 2007 AAB

6

TSA General Aviation Guidelines
 (Security Guidelines for General Aviation Airports A-001 May 2004)
Functional Areas – Methods & Strategies

- Personnel People
- Aircraft Programs
- Physical Barriers
- Airport - Facilities
- Surveillance
- Security Plans and Communication
- Specialty Operations

May 2007 AAB

TSA Assessment & Guidelines

Characteristics Checklist

Four Levels of Recommended Security Enhancements

May 2007 AAB

FXE Assessment

Appendix A – Airport Characteristics Measurement Tool

Security Characteristics	Assessment Scale	
	Public Use Airports/Nonprofits	Private Use Airport/Fields
1. Location of airport, proximity to roads		
2. Proximity to major roads		
3. Proximity to major highways		
4. Proximity to major airports		
5. Proximity to major cities		
6. Proximity to major water bodies		
7. Proximity to major rail lines		
8. Proximity to major bus lines		
9. Proximity to major transit lines		
10. Proximity to major transit stations		
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FXE - 46

May 2007 AAB

Level One (0-14pts)

- **Signs** (Section 3.3.5)
- **Documented Security Procedures** (Section 3.5.1)
- **Positive Passenger/Baggage ID** (Section 3.1.1)
- **All Aircraft Secured** (Section 3.2)
- **Community Watch Program** (Section 3.4.1)
- **Contact List** (Section 3.5.3)

May 2007 AAB 10

Level Two (15-24pts)

- **Law Enforcement Support** (Section 3.4.4)
- **Security Committee** (Section 3.4.3)
- **Transient Pilot Sign In/Out Procedures** (Section 3.1.4)

May 2007 AAB 11

Level Three (25-44pts)

- **Access Controls** (Section 3.3.3)
- **Lighting Systems** (Section 3.3.4)
- **Personal ID System** (Section 3.3.5)
- **Vehicle ID System Systems** (Section 3.3.6)
- **Challenge Procedures** (Section 3.4.1)

May 2007 AAB 12

Level Four (>45 pts)

- **Fencing** (Section 3.3.3)
- **Hangars** (Section 3.3.1)
- **Closed Circuit TV** (Section 3.4.6)
- **Intrusion Detection Systems** (Section 3.4.6)

May 2007 AAB 13

FXE Security Approach

- People**
 - Airport Staff & Security Contractor
 - Tenants & Users
 - Law Enforcement Agencies
- Programs**
 - Training
 - Ramp Permits
 - AOA Badges
- Physical Improvements**
 - Fences
 - Gates
 - Signage

May 2007 AAB 14

Security Plan Format
As Required by FDOT – Based on Florida Airports Council Guidelines

Section I:	Disclosure Statement/Security Responsibilities
Section II:	General Information
Section III:	Definitions and Terms
Section IV:	Administration
Section V:	Aircraft Movement Area/Security Control
Section VI:	Airport Security Procedures
Section VII:	Airport Emergency Grid Map
Section VIII:	Identification of Airport Personnel
Section IX:	Identification of Vehicles
Section X:	Law Enforcement
Section XI:	Special Events
Section XII:	Increased Security Threats
Section XIII:	Aviation Security Contingency Plans
Section XIV:	Model Forms

May 2007 AAB 15





