



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 28, 2009 1:30 P.M.**

Board Members	Attendance	Cumulative Attendance 7/08 through 6/09	
		Present	Absent
Bunney Breneman, Chair	P	8	0
Joseph Scerbo, Vice Chair [1:38]	P	6	2
Lee Alexander [1:34]	P	6	2
Michael Dunbar	P	5	3
Lloyd Evanson	A	6	2
Linda Iversen	P	7	1
Johnnie Riles	P	5	1
Deborah VanValkenburgh	P	6	2
David Rosendahl, Tamarac	P	2	1

Airport/City Staff

Clara Bennett, Airport Manager
 Mark Cervasio, Assistant Airport Manager
 Florence Straugh, Noise Abatement Officer
 Rufus A. James, Airport Operations Supervisor
 Fernando Blanco, Airport Engineer
 Leslie Carhart, Administrative Assistant
 Debra Donato, Administrative Assistant
 Sharon Dreesen, Airport Administrative Aide
 James Foster, Airport Program Aide
 Victoria Minard, Assistant City Attorney
 Chaz Adams, Public Information Office
 Bonnie Schultz, FAA Tower
 J. Opperlee, Recording Secretary, Prototype Services

Communications to the City Commission

- Expedite the process to approve the new Customs and Border Protection Building
- Create an ordinance to require realtors to inform prospective buyers of the aviation impact of a property under consideration
- Recognize unique accomplishments of the Noise Abatement Office in handling of noise concerns.

FORT LAUDERDALE EXECUTIVE AIRPORT
 6000 N.W. 21ST AVENUE, SUITE 200, FORT LAUDERDALE, FLORIDA 33309
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www.fortlauderdale.gov



Call to Order

The meeting was called to order at 1:30 p.m. by Chair Brenneman. Board members, City staff and guests introduced themselves in turn.

1. Approve Minutes of April 2009 Meeting

Motion made by Ms. VanValkenburgh, seconded by Mr. Dunbar, to approve the minutes of the Board's April 2009 meeting as presented. In a voice vote, motion passed unanimously.

[Dr. Alexander arrived at 1:34]

2. Assignment of Liberty Property Limited Partnership Leases for Lots 4 and 5 and the Adjacent 0.183-Acre Strip of Land to Cypress Creek Industrial Park, LLC

Ms. Bennett informed the Board that Liberty Property Limited Partnership leased Lots 4 and 5 in the Fort Lauderdale Executive Airport Industrial Airpark, including a 0.183-acre strip of property along the northern edge of the property for a total of nine acres. Current rent on the property was \$200,132.84, with leases subject to Consumer Price Index adjustments every five years. The next adjustment was set to occur on April 1, 2014. This was a very long-term lease that would expire in 2069 if all lease options were exercised.

Ms. Bennett continued that staff had received correspondence from the lessee requesting the City's consent to a proposed assignment of the leases to Cypress Creek Industrial Park, LLC, a Florida Limited Liability company.

Ms. Bennett stated Cypress Creek Industrial Park, LLC was an entity established by the Adler Group, a Miami-based real estate development company with over 40 years of property management experience, and approximately 14 million square feet of industrial, office, retail and residential real estate.

Staff Recommendation

We recommend that the City consent to the request by Liberty Property Limited Partnership to assign its leases for Lots 4 and 5, and the adjacent 0.183-acre strip of land, to Cypress Creek Industrial Park, LLC, a Florida Limited Liability company.

Chair Brenneman remarked this property had been an eyesore for some time, and this would be a positive improvement.

Ms. Bennett explained to Mr. Dunbar that the intent was to maintain the properties as they currently were.

[Mr. Scerbo arrived at 1:38]

Mr. Dunbar wanted a comparison of the financial strength of this assignee and the previous leaseholder. Ms. Bennett said they had no financial documents, but staff was satisfied that the LLC could comply with the terms of the lease. Also, approval today was subject to review of the agreement by the City Attorney's office. Mr. Dunbar was concerned about giving consent without looking into financial strength. Ms. Iversen stated she would recuse herself from the voting because a family member worked for the Adler Group, but said she felt the company was sound.

Ms. Bennett stated the financial review was typically performed by the City Treasurer, not by FXE staff, and suggested amending the staff recommendation to include the condition that this would be subject to review by the City Treasurer. Mr. Scerbo believed that the City Treasurer and City Manager should require financials from at least the last three years for any organization that would rent property at FXE. He wanted the Board to recommend that the City Treasurer and the City obtain financials from the proposed leaseholder.

Mr. Dunbar suggested that in the future, staff should look at an organization's financials prior to making a recommendation to the Board.

Ms. Bennett confirmed that the original tenant, upon assigning the lease to another individual, was still responsible if the assignee went under. This was standard in all of their leases. Also, they had the right to mortgage, and the mortgagee had the right to cure and assume the lease and become the lessee without the City's consent.

Ms. Vicki Minard, Assistant City Attorney, explained that under the general law, the assignor remained liable unless the assignment specifically released that party. The City always included this clause in consent to assignments.

Motion made by Ms. VanValkenburgh, seconded by Mr. Dunbar, to approve the staff recommendation, subject to review by the City Treasurer. In a voice vote, motion passed 6 – 0 with Ms. Iversen abstaining.

3. Assignment of Specialty Restaurants Corporation Lease for Parcel 8-A/B to KC FXE Aviation Investments, LLC, Termination of Parcel 8H Lease, and Amended and Restated Lease

Ms. Bennett reminded the Board that staff had presented a plan to the Board in September to redevelop parcel 8-AB, currently lease by Specialty Restaurants Corporation. Due to the recent economic environment, the redevelopment plan, by JM Aviation Property Holdings LLC, a subsidiary of JM Family Enterprises Inc., had not panned out.

Ms. Bennett explained that Specialty Restaurants had entered into a contract for the sale of the improvements and remaining leasehold interest and had requested to assign the Lease to KC FXE Aviation Investments, LLC. She stated KC FXE Aviation Investments, LLC was a Florida Limited Liability Company, owned by Ken Fick, Corwin (Corky) Zimmer, and his son, Kip Zimmer. Corwin Zimmer was currently the majority owner of Personal Jet Charter, Inc., the subleasee on Parcel 18 and Ken Fick currently owned 100% of KF Holdings, Inc., whose subsidiary AOG Aircraft Service, Inc., was the subleasee on Parcel 8-AB. Ms. Bennett announced that Mr. Fick and Messrs Zimmer were present, and were represented by Mr. Scholnik, who was also present.

Ms. Bennett reported KC Aviation Investments had presented a redevelopment plan for Parcel 8-AB that would be accomplished in three phases, totaling \$5,000,000. Phase I involved demolition and clearing of the existing restaurant site at a cost of at least \$200,000. This would be accomplished within the first year of the new lease.

Ms. Bennett continued that Phase II included construction of a new aircraft hangar and offices totaling approximately 21,577 square feet, roadway access improvements, parking, and associated site improvements. Phase II would be completed within 36 months of the new lease and required a minimum investment of \$1,800,000.

Ms. Bennett stated Phase III was the long-term part of the project, and would consist of demolition of the three existing hangars and construction of two hangars totaling approximately 39,300 square feet and a 10,000 square foot two-story office building. This Phase would total a minimum of \$3,000,000 and would be completed within ten years of the new lease.

Ms. Bennett said both of these entities and individuals had been at the Airport for decades, and had very positive working relationships with FXE.

Ms. Bennett informed the Board that in consideration for the new development, KC Aviation Investments had requested that the lease for Parcel 8-AB be extended to 30 years, commencing 5/28/09. In addition to the minimum capital investment of \$5,000,000, KC Aviation Investments had agreed to a rent increase the ground rent from \$0.30 to \$0.33 per square foot, bringing the total rent for the Parcel to \$124,822.83. This represented an increase of \$6,648.55 with annual CPI adjustments and market adjustments at years 10 and 20. Ms. Bennett noted that this proposal would bring much-needed redevelopment of these facilities.

Staff Recommendation

1. We recommend Consent to Assignment of the Specialty Restaurants Corporation Lease for Parcel 8-AB to KC Aviation Investments;
2. And Execution of Amended and Restated Lease for Parcel 8AB

Mr. Louis Scholnik, representative of KC Aviation Investments, summarized that Phase I would comprise demolition and would cost \$200,000; Phase II would comprise construction of the first hangar and would cost \$1,800,000; Phase III would cost \$3,000,000.

Mr. Scholnik said this would bring new facilities to the Airport while solving the eyesore problem this parcel had become.

Ms. Bennett confirmed for Mr. Dunbar that this fell under the same provision that held Specialty Restaurants ultimately responsible. Ms. Minard explained that this would be an amended and restated lease. Mr. Dunbar insisted that as with the previous item, the financials of this organization must be investigated. Mr. Scerbo remarked that the new LLC's assets could be minimal, and asked if there would be guarantees from the two partner organizations.

Ms. Scholnik said they envisioned that the new LLC would be owner by the three principals: Ken Fick, Corky Zimmer and Kip Zimmer. The LLC would sublease to the existing businesses: Personal Jet Charter, AOG Aircraft Services and Execuport. While the LLC was new, the underlying businesses were continuing entities.

Mr. Scerbo asked if there would be recourse to the individuals or to the owners of the new LLC. Mr. Scholnik said this had not been discussed.

Ms. Bennett explained that they wanted to tear down the old restaurant and build a new facility. She remarked that virtually all of the leases staff had brought to the Board in the last 10 years had been LLCs because this was the way it was done now. Staff believed this would be a positive transaction.

Mr. Scholnik explained to Ms. Iversen that the charter and repair businesses would be on the parcel. He informed Mr. Dunbar that almost half of the funding had been secured.

Mr. Scerbo said his remarks were meant to recommend to the City and Commission that financial due diligence should be conducted. He noted that LLCs typically had very limited assets.

Mr. Scholnik stated the Phase I costs could be funded by the businesses through operations. The \$1.8 million for Phase II may be funded out of operations as well. Mr. Scholnik confirmed for Mr. Dunbar that they already had half the funding available, and Mr. Scholnik added that they had other financial obligations. Mr. Dunbar said he had wanted to be sure they could afford to complete the project through Phase II.

Ms. Bennett stated she got a lot of satisfaction seeing a business that had operated for years become a prime and develop its own facilities within the Airport.

Ms. Bennett confirmed for Ms. Iversen that Personal Jet had been an ACE Award recipient.

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

4. Federal Aviation Administration Air Traffic Control Tower Reimbursable Agreement

Ms. Donato explained that per the City's Reimbursable Agreements with the Federal Aviation Administration (FAA), the Air Traffic Control Tower at Executive Airport operated 24 hours per day and the Airport reimbursed the FAA for the costs associated with the overnight operation. Without this agreement, the Tower would close at midnight and reopen at 6:00 a.m. and the Airport would operate as an uncontrolled field. This procedure had been in effect since 1990 and has resulted in reducing jet aircraft noise over residential areas because noise abatement procedures could be implemented. Ms. Donato added that the operation of the Tower at night has also enhanced the safety of Airport operations.

Ms. Donato informed the Board that the Airport paid compensation and benefits for the air traffic controller positions required during the additional six hours of nighttime service. The estimate for fiscal year 2009 for the compensation and benefits was \$210,541.19. The estimated cost for the next year was \$220,106.33, a 4% increase.

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 \$220,106.33 for fiscal year 2010.

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

5. Contract Award Taxiway Bravo Pavement Rehabilitation & Improve Taxiway Connectors - P11134

Mr. Blanco reported that this project was to rehabilitate the airfield pavement along Taxiway Bravo and to widen the taxiway connectors to conform to current FAA design standards. Design of this project was completed in March and had been advertised on April 8, 2009. Bids were opened on May 13, 2009.

Mr. Blanco said the bidders were listed on the attached (Exhibit B) in order of the Base Bid and construction alternates. The lowest responsive bidder based on the base bid and two alternates was Weekley Asphalt Paving, Inc., of Pembroke Pines, Fl with a bid of \$2,659,815.20.

Mr. Blanco stated staff had reviewed the bids with respect to the Engineer's estimates and other competitive bids and found the unit prices and reference checks on this company to be satisfactory. He added that Weekley Asphalt Paving had performed the re-surfacing on main runway 8/26 in 2004 to the Airport's satisfaction.

Staff Recommendation

The staff recommends award of the contract to the low responsive bidder, Weekley Asphalt Paving, Inc., of Pembroke Pines, FL in the amount of \$2,659,815.20 and approval of the transfer.

Mr. Dunbar was concerned that the Engineering estimate was significantly higher than the bids. Mr. Blanco pointed out that the estimate included a 10% contingency fee. Ms. Eileen Velez, Kimley-Horn and Associates, explained that the figure was high because of the estimated asphalt costs at the time of the estimate versus at the time of the bids. Mr. Cervasio advised the Board that the prices from the contractor were valid for 90 days.

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

6. Supplemental Joint Participation Agreement No. 3 with Florida Department of Transportation for Taxiway Bravo - P11134

Mr. Cervasio reminded the Board that at their October 25, 2007 meeting, they had unanimously endorsed a staff recommendation to approve a Joint Participation Agreement (JPA) with the Florida Department of Transportation (FDOT) to provide \$400,000, up to 50% of the funding for the Taxiway Bravo rehabilitation.

Mr. Cervasio stated in January 2008 the Board had approved staff's recommendation to approve a supplemental JPA with the FDOT in the amount of \$801,650 to provide for additional funding for the rehabilitation of Taxiway Bravo. This brought the funding level up to \$1.2 million.

Mr. Cervasio said in September 2008, the FDOT had indicated that they could provide additional funding, and the Board had endorsed a staff recommendation to execute a Supplemental Joint Participation Agreement (SJPA) in the amount of \$610,000 to provide a total of \$1,811,650 or up to 80% of the funding.

Mr. Cervasio reported that the FDOT now had an additional \$600,000 available to supplement their share of the project funding and had initiated SJPA Number 3 in that amount to provide the full level of funding for this project at \$2,411,650.

Staff Recommendation

The staff recommends the Supplemental Joint Participation Agreement Number 3 be approved for the City to accept the additional \$600,000 from the FDOT for a total of \$2,411,650 or up to 80% of the project cost for the rehabilitation of Taxiway Bravo and improve the taxiway entrances.

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

7. Joint Participation Agreement with Florida Department of Transportation for The Design of a New Customs and Border Protection Building and Aircraft Apron - Project 11242

Mr. Cervasio explained this project provided for the design of a new Customs and Border Protection Service building as well as the associated aircraft parking apron. He reminded the Board that Kimley-Horn had prepared a study in 2006 that evaluated the existing facility, considered potential sites for a new facility, and considered Customs and Border Protection Technical Design Standards. The study determined that the existing 1,000 square foot building was inadequate and the current site could not accommodate the 7,100 square foot facility that was needed.

Mr. Cervasio announced that Parcel 18 would soon come back into the airport's property inventory and had been identified by the airport's general consultant as the best location for a replacement facility, both for its ability to accommodate the new facility and for that location's compatibility with overall airport operations. He informed the Board that the current estimated design cost was \$300,000 and the Florida Department of Transportation had initiated a Joint participation Agreement in the amount of \$240,000 for up to 80% of the design costs associated with the project.

Staff Recommendation

The staff recommends the JPA with FDOT be approved for the City to accept \$240,000 from the FDOT for up to 80% of the project cost to design a new Customs and Border Protection building and aircraft apron.

Motion made by Mr. Dunbar, seconded by Chair Brenneman, to approve the staff recommendation. In a voice vote, motion passed unanimously.

UPDATE ITEMS

A. Noise Compatibility Program and Presentation

Noise Abatement Office Report – Tamarac Resident:

[This item was taken out of order]

Ms. Straugh announced that the Noise Abatement Office, at the Board's request, has prepared a PowerPoint presentation, regarding aircraft noise and flight paths in response to the Tamarac Resident who had expressed concerns at last month's meeting.

(A copy of this Power Point was attached to these minutes for the public record)

The Noise abatement Office had also researched the resident's report of a near midair collision but was unable to identify such an event. The Noise Abatement Office has passed on the resident's concern to the Tower.

Ms. Straugh announced that the House of Representatives had passed the Aviation Reauthorization Bill, which included a provision to ban Stage I and II aircraft under 75,000 lbs. She said that if the bill is passed, it would go into effect on January 1, 2014.

Ms. Straugh said they realized that propeller planes had become more of a concern as the louder jets were being phased out. She said they planned a workshop for propeller pilots to increase their awareness of noise abatement measures.

Chair Brønneman thanked staff for their continued efforts and for preparation of this report. Ms. Straugh said Mr. Foster had been the "point man" for all of the resident's calls, and had personally visited the resident's location. She credited him with bringing a recency of experience with aircraft and equipment to the Office that benefited them now and in the future.

Mr. Rosendahl remarked that the Noise Abatement Office had gone above and beyond the call of duty with this presentation, and asked about the impact this one resident had on the total number of calls. Ms. Straugh noted that this resident had been part of the noise abatement process for 14 years.

Ms. Bennett said they appreciated the resident's efforts because her input encouraged staff to consider new ways to improve the noise issues.

Mr. Dunbar stated the Noise Abatement Program had been very successful in the Lake Estates area since he had lived there.

Mr. Scerbo felt there were some residents who would never be satisfied, and they must limit how much time was spent on complaints in order to focus on those making reasonable requests. Ms. Bennett noted that they must analyze the issues to be able to honestly inform the resident that there were some things they must tolerate.

Decrease in Operations

Mr. Foster projected Airport operations would be down 24% for 2009 from 2006, based upon the first four months' activity.

Nighttime and I-95 Turn:

Mr. Foster reported that for April 2009, there were no noise events over 80 dB at night between 10:00 p.m. and 7:00 a.m. and thirty-five jets had flown the I-95 Turn with four being stage 2 aircraft. There were three nighttime straight-out departures but all were air ambulance flights.

Noise Abatement Program Statistics

Noise Abatement Program statistics for April 2009 were included in the Board's packet.

B. Development and Construction

Taxiway Alpha Relocation Project # 10802

Mr. James reported that the project was now in Phase 6 and was 85% complete. Runway 8-26 would be closed for two nights on Wednesday, June 10, 2009 at 10:00 pm until Thursday, June 11, 2009 at 6:00 am, and then on the following night, Thursday, June 11, 2009 at 10:00 pm until Friday, June 12, 2009 at 6:00 am. The Airport would remain open, with Runway 13-31 available for use during this time. Staff had requested that the Public Information Office (PIO) notify neighboring communities who would be affected during the change in aircraft flight patterns.

Airport Security Improvements Project #10965

Mr. James informed the Board that Accupower had completed the installation of new cameras, at the Helistop. The contractor had completed a substantial amount of work at the Airport, including the installation of security camera monitoring equipment, 24 camera poles and 34 pedestrian gates. Mr. James stated work would continue with the installation of cameras atop the 24 poles, wireless gate sensors and integration of the Helistop equipment to the Airport security surveillance monitoring system.

Operations statistics for April were included with the Board's packet.

C. Arrearages

Rent

There were no rent arrearages to report.

Fuel Flowage

There were no fuel flowage arrearages to report.

D. FLL Update

Ms. Straugh reported the south runway at FLL: 9 Right/27 Left would be closed for 21 days, 24 hours per day from Tuesday, May 26 to Wednesday, June 17. During this time, runway 13/31 would be in use.

E. Communications to the City Commission

Chair Brenneman drew the Board's attention to the area of the minutes where these brief items would be included. Board members discussed items to include in this section.

Regarding the suggestion to require realtors to divulge aviation impact on properties, Mr. Dunbar said San Diego already had this requirement. Ms. Bennett agreed to provide the Board an update on efforts made by Airport Managers across the state had implement with the Florida Department of Transportation. Mr. Dunbar agreed to provide Ms. Bennett with documentation from San Diego regarding this.

Other items and announcements

Presentation of plaque of appreciation to former Board member Sharon Woods

[This item was taken out of order]

Chair Brenneman presented a plaque to Ms. Sharon Woods in appreciation for her service to the Board and to the City.

Don Campion induction for FATA Hall of Fame

Chair Brenneman announced that Don Campion of Banyan Air was the 2009 inductee for the Florida Aviation Trades Association Entrepreneurial Hall of Fame. He would be honored at a dinner during the FATA Annual conference on June 16, 2009 when he would receive the Crystal Award.

There being no further business before the Board, the meeting adjourned at 3:39 p.m.

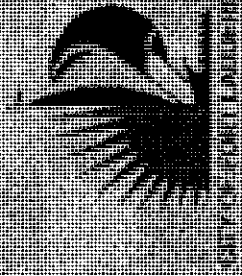
➤ Next scheduled meeting date: Thursday – June 25, 2009 – 1:30 PM



Bunnay Brenneman, Chair

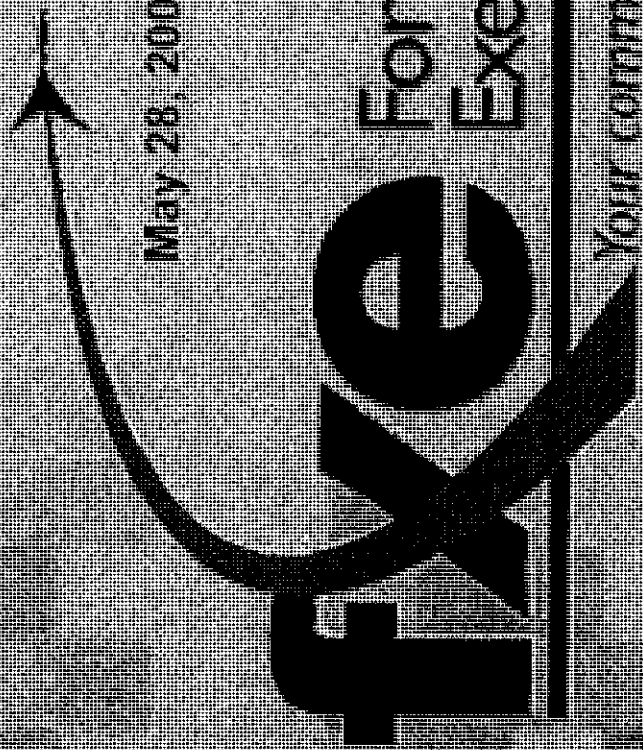
PLEASE NOTE:

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.



Aviation Advisory Board

May 28, 2009 Meeting



Fort Lauderdale
Executive Airport

Your community airport since 1947

Requested by AAB a Report from Noise Abatement Office
Regarding Tamarac Resident's Noise Reports

Tamarac Resident's Location

6187 N.W. 55 Ln., Tamarac, FL 33319



SELECTED PROPERTY FILE: 45411140320

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2006 AERIALS

0 1206 FT

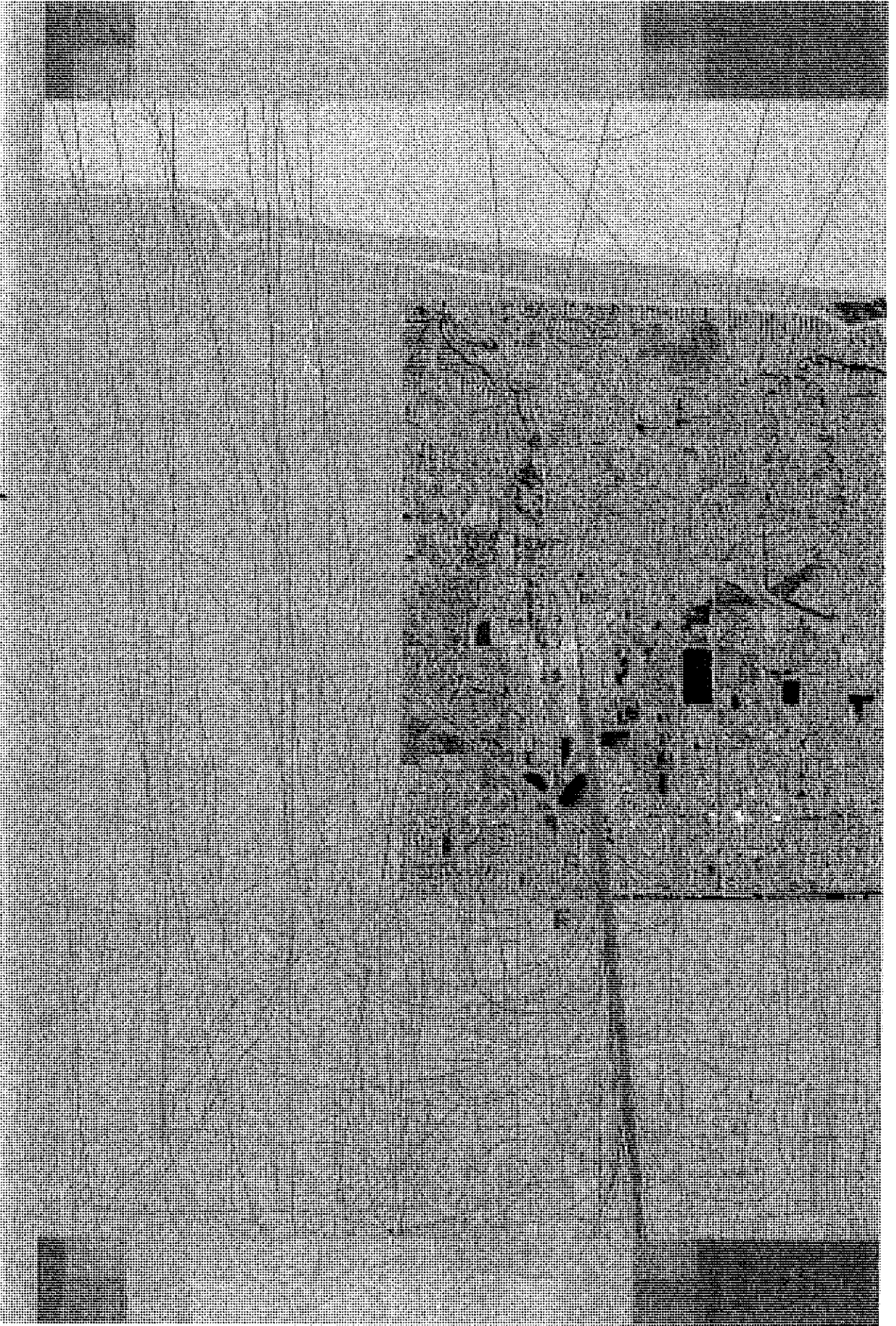
Tamarac Resident's Home

Distance from Airport Runway End



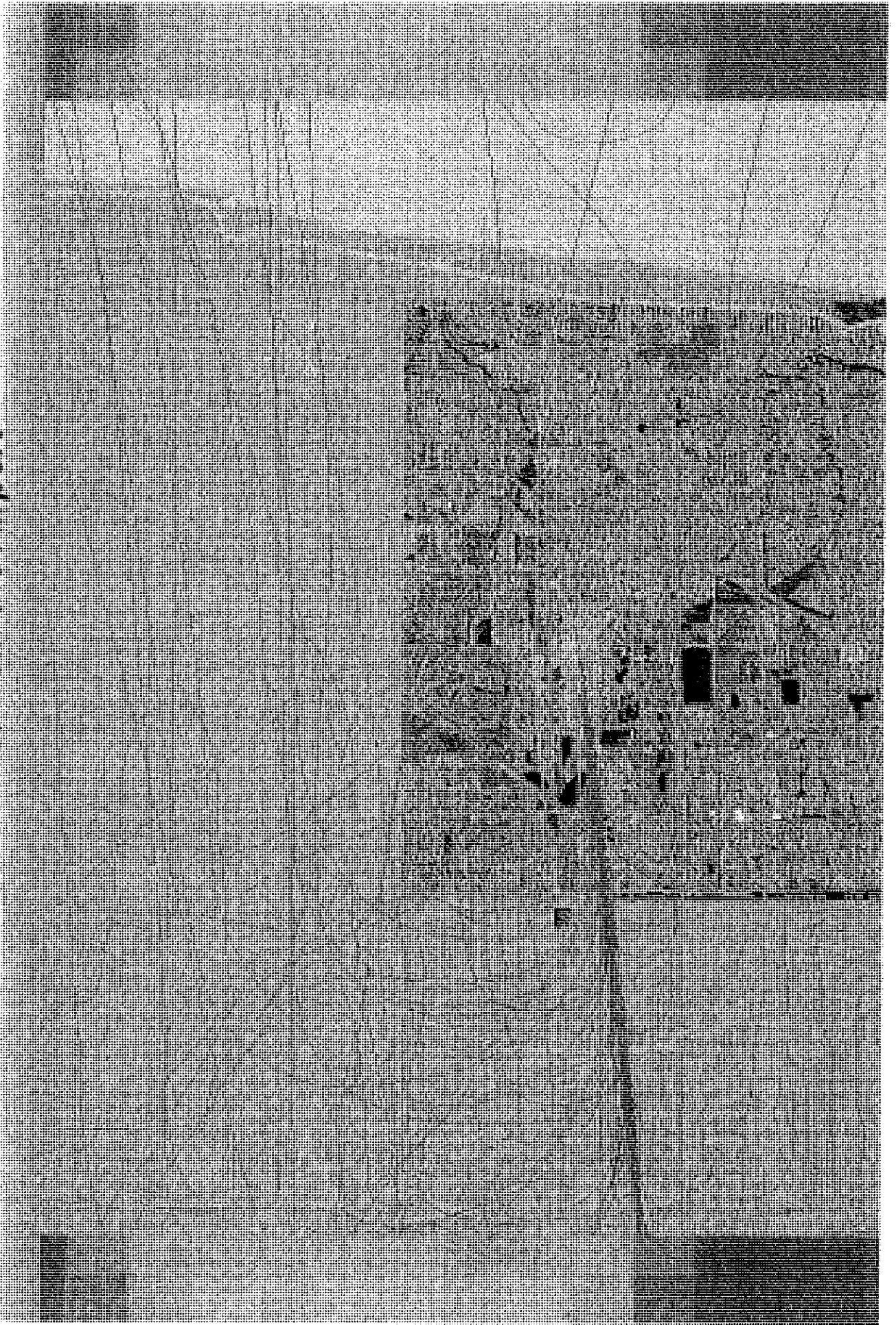
Highest-Call Day -- Arrivals (flight tracks)

Five miles from the Airport



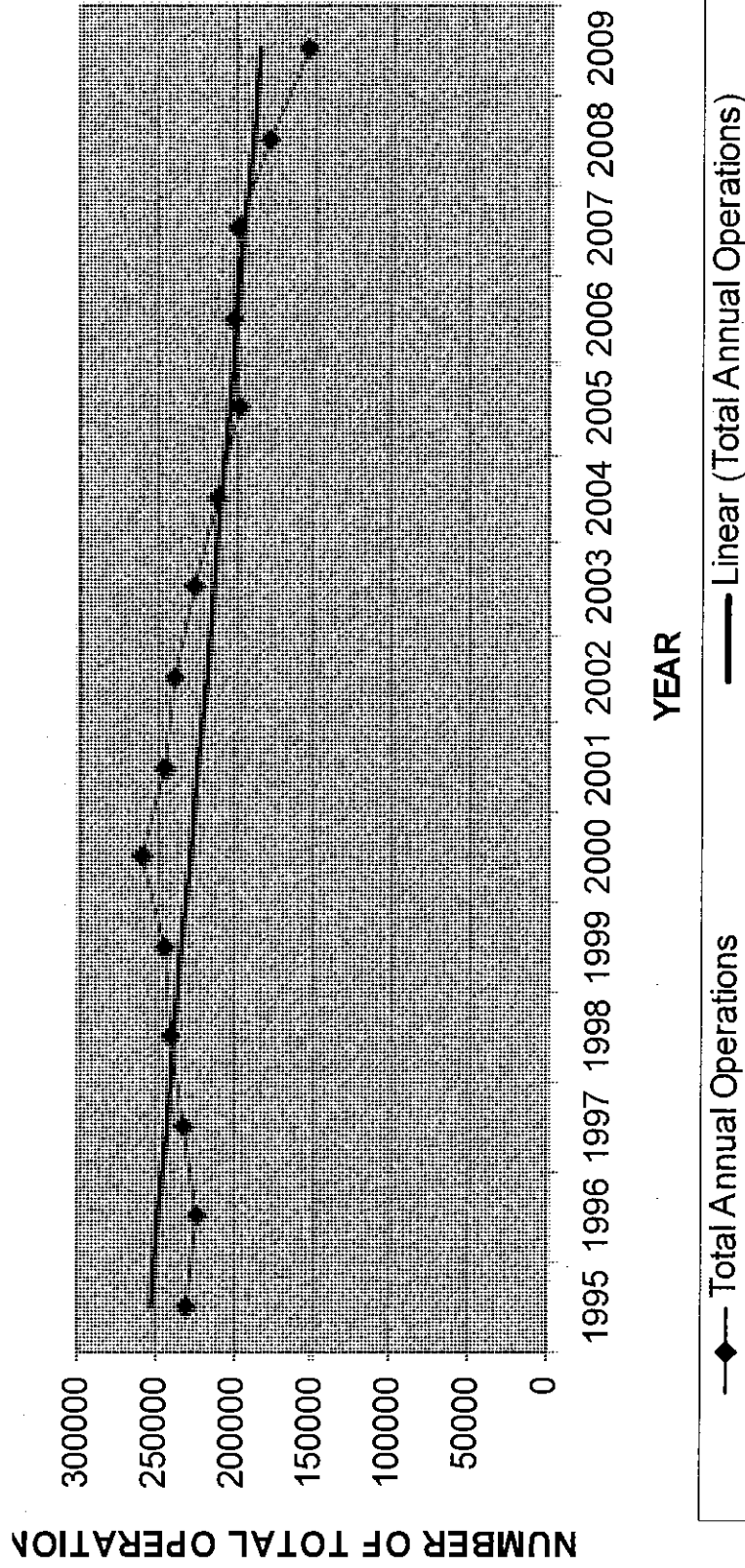
Highest-Call Day – All flight tracks

Five miles from the Airport



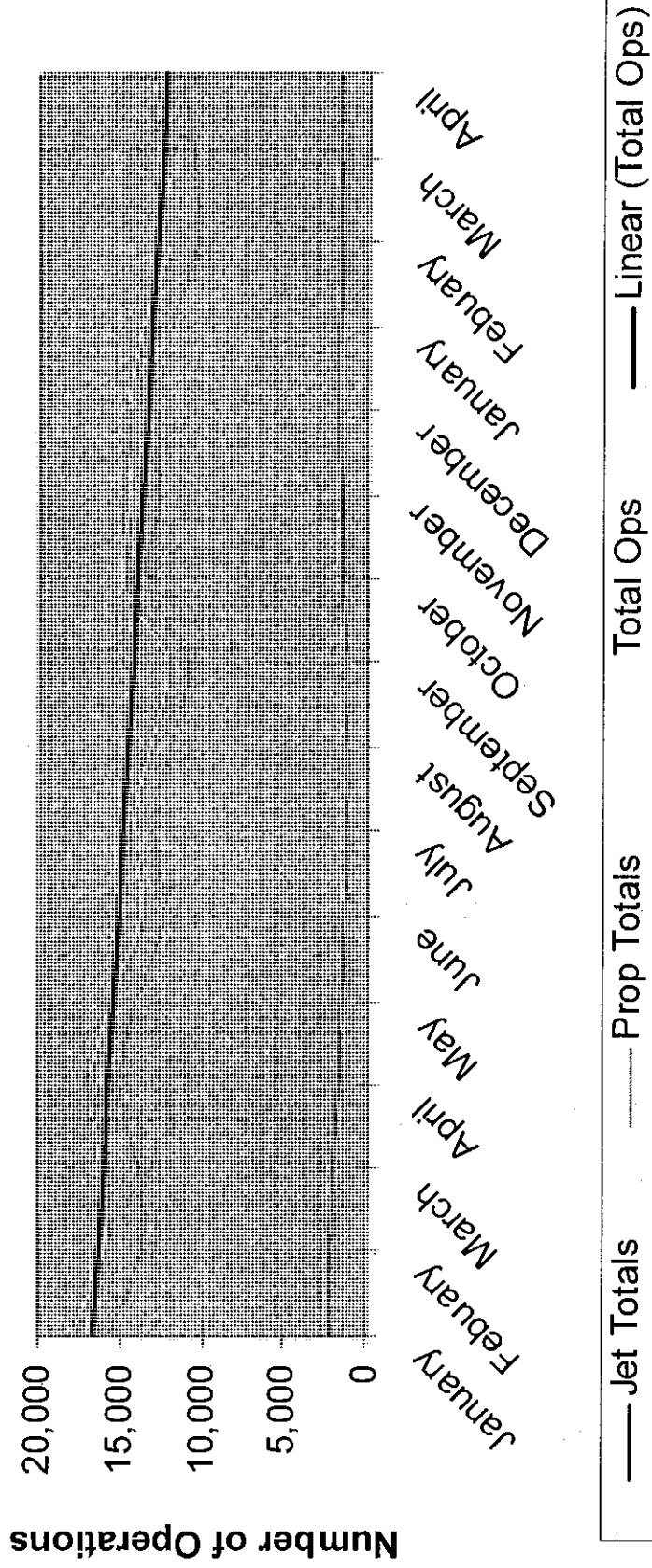
Total Annual Operations over the past 14 years

TOTAL ANNUAL OPERATIONS



Total Monthly, Jet, and Propeller Operations over the past year

Operational Totals 2008-2009



Noise Report History

Monthly - since November 2008

	November	December	January	February	March	April	2009 Year-to-Date
Total Calls	100	11	23	58	132	450	854
Percentage of Calls to Total Calls	58%	23%	13%	35%	41%	65%	48%
Prop counts	59	14	32	64	81	341	478
Jet counts	21	19	19	24	51	89	194
Non-aviation counts	0	0	1	0	0	19	20
Other	0	0	0	0	0	1	1
Arrival Totals Counts							
Prop arrivals	59	17	30	34	79	302	431
Jet arrivals	11	19	17	21	67	84	189
Departure Counts							
Prop counts	0	0	2	0	2	39	43
Jet counts	10	1	2	1	1	15	20

Other - Airport

Note: Gray shaded columns are not included in the 2009 Year-to-Date column

Noise Report History

Month of April 2009

Date	Number of Calls per Day
4/1/09	1
4/2/09	12
4/3/09	1
4/4/09	0
4/5/09	26
4/6/09	0
4/7/09	0
4/8/09	60
4/9/09	20
4/10/09	14
4/11/09	34
4/12/09	61
4/13/09	1
4/14/09	1
4/15/09	5
4/16/09	2
4/17/09	30
4/18/09	40
4/19/09	11
4/20/09	26
4/21/09	14
4/22/09	31
4/23/09	10
4/24/09	0
4/25/09	0
4/26/09	0
4/27/09	1
4/28/09	0
4/29/09	0
4/30/09	0
TOTAL	423

Noise Abatement Office Action Timeline Summary

- November, 2008 - visited Laramie Resident and observed aircraft flight paths and setup the portable noise monitor. All sound events were entered etc.
- December, 2008 - visited area to observe aircraft flight paths - no aircraft were observed
- December, 2008 - met with Laramie Resident - listened to concerns, answered questions, and explained the limitations of the office and what the office can do.
- January, 2009 - received regular calls from Laramie Resident a few times a day, and researched every call.
- February, 2009 - started area to observe aircraft flight paths - no other aircraft were observed, excepted for one single-engine Cessna.
- March 2009 - met with the resident - listened to concerns, answered questions, and explained the limitations of the office, and what the office can do.
- April 2009 - conducted telephone conversations with Laramie Resident almost daily, to discuss the resident's concerns.
- April 13, 2009 - provided this per the request of the Laramie Resident.
- April 22, 2009 - researched the report from Laramie Resident who reported witnessing a near constant collision. Staff forwarding the information to the Tower. Tower reported no near misses on that date.
- April 23, 2009 - met with Laramie Resident - listened to concerns, answered questions, and explained the limitations of the office and what the office can do.

Noise Abatement Office

Summary of Tamarac Resident's concerns

- Reports mostly propeller aircraft
- Reports mostly arriving aircraft
- Mostly concerned about aircraft path and not necessarily noise levels
- Calls generated regarding non-aviation community noise
- On a couple of days, we received no calls from Tamarac Resident on days when cell towers that passed through traffic counts dropped, and aircraft landed and departed Runway 26

Noise Abatement Office Responses to Resident's Concerns

- Staff researches every noise report and analyzes the flight track to determine whether staff can recommend the pilot ways to help reduce noise.
- The majority of propeller aircraft are significantly quieter than jet aircraft, however, some propeller aircraft can generate very loud noise levels. Staff provides aircraft to the pilots and documented ways that may reduce noise over the resident's area.
- Weather and wind fronts affect the direction of air traffic landing and takeoff.
- Pilots fly aircraft to and from airports and follow A/C instructions to fly certain headings for separation purposes. Pilots do not rely on roadways for navigating into airports, but fly directly to the runways. When the FAA implements a heading and it is through an airport prohibition that pilots understand where they are expected to fly.
- The Airport does not control or direct aircraft. Air Traffic Control is primarily responsible for separating aircraft and issuing clearances. A/C cannot voluntarily create procedures for noise abatement issues. Recommended Noise Abatement measures are addressed through a lengthy process that includes environmental studies and FAA review, analysis and decision.
- For after the path of departing restrictions an arriving aircraft would be an unlikely possibility due to the reliance of the FAA to accept such a measure. This is based on past FAA record of decision.
- Construction local law enforcement is appropriate action for the resident to address non-aircraft generated noise.

Noise Abatement Office

NCP Measures that Benefit Tamarac Residents

- **Runway 30 departure heading 315°**— This measure benefits the resident because aircraft are thrust away from the resident's home.
- **Schedule Restriction of maritime, weekend, and holiday, respective, landing and approach operations**— This measure benefits the resident because it reduces air traffic over the resident's home during those times.
- **Voluntary NAAVA Noise Abatement Procedures for approach and close-in-departures**— This measure benefits the resident because it reduces jet noise over the resident's home.
- **Local jurisdictions incorporate noise requirements into development control**— The City has requested that local jurisdictions adopt the noise requirements on a case-by-case basis. This measure benefits the resident's community as a whole to develop in a responsible manner for the future.
- **Voluntary low disclosure by real estate agents**— This measure benefits the community because it fully informs potential buyers of properties located near an airport.
- **Monitoring of noise to determine boundaries of contours over communities**— This benefits the community in providing accurate information about average noise levels. The FAA considers noise mitigation for communities within the 65 DNL and above.
- **NCP monitoring through monthly updates to the Aviation Advisory Board**— This benefits the resident and the community in providing accurate noise and aircraft activity information.