

Appendix B

Public Consultation Materials

Air Park Advisory Board Meeting, March 6, 2007

- Meeting Agenda and Minutes
- Presentation to Air Park Advisory Board

Air Park Master Plan Update Meeting, May 1, 2007

- Agenda and Minutes
- Presentation to Air Park Advisory Board

Air Park Master Plan Update Meeting, June 5, 2007

- Agenda and Minutes

Air Park Master Plan Update Community Open House, June 5, 2007

- Public meeting notice
- Attendance sheet
- Workshop Presentation

Air Park Advisory Board Meeting, October 29, 2007

- Meeting Agenda and Minutes
- Presentation to Air Park Advisory Board

City Commission Workshop, February 4, 2008

- Presentation to the City Commission

Air Park Advisory Board Meeting, March 18, 2008

- Meeting Agenda and Minutes

Air Park Master Plan Update Workshop, March 18, 2008

- Public meeting notice
- Attendance sheet
- Workshop presentation

Air Park Advisory Board Meeting, April 1, 2008

- Meeting Agenda and Minutes
- Memorandum to the Air Park Advisory Board, April 1, 2008
- Memorandum to City Commission from the Air Park Advisory Board, April 2, 2008

Leisureville Community Briefing, May 5, 2008

- Community briefing presentation

City Commission Briefing, May 13, 2008

- Meeting Agenda and Minutes
- Memorandum, to City Commission, May 13, 2008
- Presentation to the City Commission

Air Park Advisory Board Meeting, June 18, 2008

- Meeting Minutes

City Commission Meeting, June 24, 2008

- Commission Agenda
- Commission Action Summary

Harbor Village Civic Association Meeting, July 15, 2008

- Presentation to the Harbor Village Civic Association

City Commission Meeting, July 22, 2008

- Commission Agenda
- Commission Action Summary
- City Of Pompano Beach Resolution No. 2008-259, accepting and approving the Pompano Beach Air Park Master Plan Update



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POMPANO BEACH

FLORIDA

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AIR PARK ADVISORY BOARD
Commission Chambers Conference Room

March 6, 2007
5:30 P.M.

AGENDA

A. Call to order by the Chairman of the Board, Dr. Phil DeSantis

B. ROLL CALL:

- Phil DeSantis
- Alfred Ritter
- Hazel Armbrister
- Stephen Holmes
- Patricia Flynn
- Russell Reichmann

C. APPROVAL OF THE MINUTES:

- Meeting of January 2, 2007
- Meeting of February 6, 2007

D. NEW BUSINESS

- 1. AIR PARK MASTER PLAN KICK-OFF PRESENTATION

E. OLD BUSINESS

F. OTHER BUSINESS

G. REPORTS

- 2) Review of monthly AIR TRAFFIC REPORT.

H. ADJOURNMENT

Linda R. Hora
Advisory Board Secretary
2.28.07

NOTE: Any person who decides to appeal any decision of the AIR PARK ADVISORY BOARD with respect to any matter considered at this meeting will need a record of the proceedings and for such purpose may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Received

MAR 12 2007

MEA Group, Inc.

CITY OF POMPANO BEACH
BROWARD COUNTY
FLORIDA

AIR PARK BOARD
Commission Chambers Conference Room

March 6, 2007
5:30 P.M.

MINUTES

The meeting was called to order by the Chairman of the Board, Dr. Phil DeSantis, at 5:30 P.M.

Those members present were:

Dr. Phil DeSantis
Alfred Ritter
Hazel Armbrister
Patricia Flynn
Stephen Holmes

Alternate Member: Katheryn Gillis for Russell Reichmann

Also present were:

Steve Rocco
Rob McCaughan
Giselle Davis
Gerry Bandy
Lisa Waters
Don McNiel

* * * * *

APPROVAL OF THE MINUTES

MOTION was made by Alfred Ritter and seconded by Hazel Armbrister that the minutes of the meeting of January 2, 2007, be approved as submitted.

All voted in favor of the above motion with the exception of Messrs. Holmes and Ritter who voted "NO" to the motion as they were not present at the January meeting.

As there were not enough members present tonight who were also present at the February meeting, approval of those minutes were tabled to the next meeting of the Board.

* * * * *

AIR PARK MASTER PLAN KICK-OFF PRESENTATION

Mr. Rocco explained as part of the 2007-2008 Capital Improvements Program, an Airport Master plan Update will be undertaken. The City solicited for RFP's and five proposals were received. Three of the submissions were short-listed and the MEA Group has been contracted to undertake this project, for which \$200,000 has been allocated.

Mr. Rocco advised the Airport Master Plan Update is undertaken every five years in accordance with FAA requirements for federally funded and deeded airports. The document will subsequently be submitted to the City Commission for recommendation and approval and will then be sent to the FAA. The Master Plan Update document will be submitted to the FAA on a couple of occasions through the development process to insure we meet all their requirements in developing this airport to insure economic viability and self-sufficiency into the future. This can be accommodated through economic development, the bringing in of businesses and Fixed Base operations and the leasing of the available airport land.

At tonight's kick-off meeting, the MEA Group will explain the process of putting this Master Plan Update together, including public and Board involvement.

Ms. Lisa Waters, President of the MEA Group explained this firm is a Florida based aviation engineering and planning consulting firm. They have done design, engineering and planning work for about 40 airports around the state and have also done work for FDOT. While their company is based in West Palm Beach, they do have a local office at Executive Airport. She explained the MEA Group worked with the City of Pompano Beach in 2002/2003 when TetraTech was the prime consultant for the Capital Improvement Program Update. As part of that Study the City undertook a Noise Study. The planning effort in question tonight is completely different from the Capital Improvement Program Update and is substantially more comprehensive.

Ms. Waters introduced Gerry Bandy noting he is a 30 year aviation professional and while new to Florida, he is not new to aviation. He has done between 60 and 65 Airport Master Plans around the country. He began his career with the MEA Group a little over a year ago.

Mr. Bandy explained the MEA Group is the prime consultant for this project and they will be working with several sub-contractors on various aspects of the Plan. He reviewed the process, elements and scope of work which was submitted and approved by the City. There are a number of elements which must be included in the Plan for adoption.

Mr. Bandy reviewed his presentation as follows:

MASTER PLAN PURPOSE

**Defines Airport Goals and Objectives

**Identifies Concerns and Opportunities

**Provides a Management Tool

**Required for Federal and State Funding Eligibility

MASTER PLAN ELEMENTS

Airport Requirements

Inventory
Forecast of Demand
Capacity Analysis
Facility Requirements

Analysis of Alternatives

Includes airside, landside, land use
Focuses upon feasibility alternatives within context of local goals and objectives
Tasks include identification, evaluation and selection of preferred alternative(s)

Airport Plans

Provides the drawing set
Primary drawing is the Airport Layout Plan
Support drawings include airspace and approach plans, terminal area plan, land use plans and property map
Prepared in conformity with FAA and FDOT requirements

Environmental Analysis

Desktop review examines various categories of impacts
Includes noise contour preparation using INM
Provides guidance concerning projects that could require additional in-depth analysis

Financial Plans

Development phasing
Cost estimates
Financial plan
Financial plan must be coordinated with on-going City/FAA discussions

Project Coordination and Public Information

Meetings with Advisory Board
Public information meetings in conjunction with Advisory Board meetings
Presentation to City Commission

Mr. Bandy advised he is familiar with the type of environment we are dealing with here in Pompano Beach. The MEA Group will provide the information necessary for the decision makers to reach a decision. The MEA Group has no vote on these issues and has no agenda.

Mr. Bandy briefly highlighted each of the required elements as set forth above. With respect to the Financial Plans he noted the MEA Group is aware that the City and FAA are in negotiations regarding proceeds from land rentals. They will coordinate their work with these negotiations and the Plan will reflect the final outcome of same.

Mr. Bandy reviewed the preliminary project schedule which is very aggressive and does not include all required FAA reviews. The preliminary schedule was presented as follows:

Airport Requirements (2 month process) February and March

Analysis of Alternatives (3 month process) April through June

Airport Layout Plans (4 month process) June through September

Environmental Analysis (2 month process) June and July

Financial Planning (3 month process) July through September

Reports (6 month process) April through September

Coordination/Public Participation (7 month process) March through
September

Ms. Waters highlighted the Coordination/Public Participation effort noting the City is very interested in making sure this advisory board has heard all the information and has had a chance to review and comment on same. A total of four meetings are projected which will include two community Workshop Meetings and a presentation to the City Commission. Their next meeting will focus around the Forecast Element and will probably take place in May. The community Workshop Meetings will be scheduled on the same day as the regular advisory board meeting.

At the end of the process, the MEA Group will come back to this Board for a final recommendation, will then go back to the community to present the final document and will then present same to the City Commission.

Ms. Flynn noted during the Capital Improvements Plan Update, the biggest issue raised was the noise factor. She maintained the equipment used to measure noise levels within the community was not up to date and was not manned. The results were not, in the opinion of the residents, conclusive and the monitoring work had to be redone. Executive Airport has offered the City the use of their noise monitoring equipment, but the City never followed through on the offer.

Ms. Flynn advised problems are beginning again with helicopter noise from early morning till late evening. She questioned if the noise issues will be addressed in the Airport Master Plan. All of a sudden the noise problem is getting worse and the

helicopters are going all over the neighborhoods. The Control Tower is only manned from 8:00 A.M. till 8:00 P.M. and there is a lot of night traffic. She pointed out the Air Park is located in the central part of the community.

Ms. Waters responded the beginning of this process includes a characterization of existing conditions and a documentation of efforts done before in terms of a historical product. Noise monitoring is not part of this analysis and there will not be an opportunity to place noise monitors out into the community as was done in 2002. They will utilize an integrated noise model which will be run on existing conditions today. The environmental requirements of the Master Plan require we show impacts based on noise contours. They will utilize the most updated FAA integrated noise model to input the new operational data. They will also run noise contours for both the present and future case.

Ms. Waters advised it is her understanding that the community is not interested in the single noise events. The integrated noise model is what they are required to use.

Ms. Flynn noted the Workshop Meetings and community input will be very important.

Mr. Bandy advised they have access to information from airports with 24 hour Control Tower operations. While they cannot satisfy everyone with this analysis, they can provide a feel of where the problems occur and based on that can come up with some requirements which may include land use or adoption of noise abatement procedures. The Master Plan will give general views but will not answer all questions.

Mr. Rocco explained the 2002/2003 project was a Capital Improvements Program Update which basically took all existing requirements from the 1997 Master Plan and updated them. As part of that study, we did not take into consideration any of the Master Plan elements. Based on the existing conditions at the airport and existing financial condition of the airport, it was felt it would not be wise to spend between \$200,000 and \$250,000 to put together a Master Plan which would not address the needs we had at that time. Since there was so much concern with helicopters at that time, he asked for an additional Environmental Noise Analysis and that is when the MEA Group came in and set up the noise monitors. Board members all received a copy of the Noise Contour Map developed at that time.

Mr. Rocco advised the FAA only recognizes the integrated noise model as part of an FAA Part 150 Study. The FAA takes a day/night DNL average which is integrated into the noise modeling map and that is what we will be using. While the City can undertake a Part 150 Study, it will cost between \$250,000 and \$500,000 to put together and we are not going to come up with anything different than what we already know as part of the Noise Contour Maps. Additionally, if the FAA finds the 65 DNL stays within the airport boundaries, they will not approve any funds for noise insulation, nor will they seriously consider any noise restrictions for certain types of aircraft.

Mr. Rocco noted a recent newspaper article on the new type of business jet coming out known as VLJ (Very Light Jet) which meets the Stage 3 noise requirement. The VLJ's can land at our facility now and our airport fits the requirements for the type of facility they would like to land at. The VLJ accommodates up to 6 passengers.

Mr. Rocco noted the MEA Group will undertake a full blown Airport Master Plan as required by the FAA. During this fiscal year our current agreement with the FAA expires and depending on current negotiations, we could become eligible for FAA and FDOT funding. If we do become "eligible", we could receive between 50% and 80% of the cost of a Capital Improvement Project from the State or Federal government. Negotiations could also result in the current situation remaining the same. At this point, however, he has no way of knowing what the outcome of the agreement negotiations will be.

NOTE: Ms. Gillis left at this point in the meeting.

If deed restrictions are released and the City no longer has to pay rent to the Air Park Enterprise Fund the cash flow will disappear, we would be operating in the "red" and we would need the City to subsidize the airport in order to operate safely and properly. If the City's rental requirements are deleted, we need to develop the airport in order to become self sufficient so we are not relying on City funds to help us with our operating costs.

Mr. Rocco noted as a surplus property airport, the FAA mandates we have a viable working plan, which is the Airport Master Plan, to develop this airport and help it become self-sufficient so we are not relying on a sponsor to pay for the services that we provide. Before the Master Plan is complete, we should have an idea of how the negotiations are progressing. The City Manager is handling the negotiation process.

Mr. Rocco explained he recommends the Workshop Sessions be held in conjunction with the advisory board meetings. Each time the MEA Group comes out, it costs us money. This Master Plan project includes public participation and if there are noise concerns from the community the Workshop Meeting is the place to express them.

Discussion followed regarding the Board's recommendation for a helipad.

Mr. Rocco advised he has approval from the FAA for a temporary helipad. At this point, however, he felt it would be in our best interest to await the findings of the Master Plan process.

Ms. Flynn advised she would like to see the temporary helipad done now.

Mr. Rocco responded the temporary helipad location is being used now, it is just not painted. He cannot, however, restrict helicopter operations to only one pad.

Mr. Holmes added the purpose of the helipad was to provide a single point to allow for better control.

It was generally agreed Mr. Rocco should proceed with the temporary helipad.

Ms. Flynn questioned why we have an increase in helicopter traffic.

Mr. Rocco noted Silver State Helicopters is operating out of Executive Airport with 5 helicopters and they start early in the morning. He met with their representatives and they have assured him they will not come over to the Pompano Air Park until after 8:00 A.M. Heli Flite II is also operating at Executive Airport.

Ms. Flynn maintained the Pompano Air Park is getting all the Fort Lauderdale traffic.

Mr. Rocco explained there are four airports in the County and the Pompano Air Park serves the general aviation user. At Executive Airport there is a jet landing every 90 seconds and this is why the helicopters do not train there.

Mr. Rocco will meet with the Director of Public Works and the City Engineer regarding the painting of the helipad. They will have to find the necessary funding to paint this helipad on the active taxiway, as requested by the Board. A "professional" will have to be hired to undertake this work. He noted the Master Plan will identify the area where we can build a separate helipad and he was awaiting this information before proceeding.

Mr. Holmes advised the Board has no problem allowing the Master Plan to tell us where the permanent helipad should be located, but felt we should proceed with the temporary helipad now. He questioned if the airport can become self-sustaining in the event the current agreement with the FAA is modified.

Mr. Bandy advised several years ago it was determined 100 based aircraft were needed for an airport to be self-sustaining. The Pompano Beach Air Park has the ability to be self-sustaining. They will be looking at ways to generate revenues as part of the Master Plan process.

Mr. Rocco noted Anthony Aviation has 140-150 aircraft in their hangars, not including what is on the ramps.

Mr. Holmes advised ideally he would like to see the leasehold revenues remain in place, while still developing the airport.

It was anticipated the first Workshop Session will be held in May. Each month a progress report will be provided.

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Ms. Flynn commented the pool is open and looks great. She urged Board members to go over and see the complex.

* * * * *

MONTHLY AIR TRAFFIC REPORT

Mr. Rocco reported on operations and noise reports for February of 2006 and 2007 as follows:

2007	10,403 operations 12 noise reports
2006	9,977 operations 1 noise report

Mr. Rocco attributed the increase in airport operations to the increase in helicopter traffic.

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The next meeting of the Air Park Advisory Board will be held on Tuesday, April 3, 2007, at 5:30 P.M.

Dr. DeSantis will not be present at the April meeting.

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There being no further business to come before the Board, **MOTION** was made by Alfred Ritter and seconded by Stephen Holmes that the meeting be adjourned.

All voted in favor of the above motion.

The meeting adjourned at 6:45 P.M.

Linda R. Hora
Advisory Board Secretary
3.6.07



Pompano Beach Air Park Master Plan Update

Air Park Advisory Board Briefing

March 6, 2007

MEA Group,
Inc.



Master Plan Purposes

- **Defines Airport goals and objectives**
- **Identifies concerns and opportunities**
- **Considers future development needs**
- **Provides a management tool**
- **Required for federal and state funding eligibility**

MEA Group,
Inc.





Master Plan Elements

- Airport Requirements
- Analysis of Alternatives
- Environmental Analysis
- Airport Plans
- Financial Plans
- Project Coordination & Public Information

MEA Group,
Inc.



Airport Requirements

- Inventory ←
- Forecasts of Demand ←
- Capacity Analysis
- Facility Requirements

← - Indicates task currently underway.

MEA Group,
Inc.





Analysis of Alternatives

- Includes airside, landside, land use
- Focuses upon feasible alternatives within context of local goals and objectives
- Tasks include identification, evaluation, and selection of preferred alternative(s)

MEA Group,
Inc.



Airport Plans

- Provides the drawing set
- Primary drawing is the Airport Layout Plan
- Support drawings include airspace and approach plans, terminal area plan, land use plans, and property map
- Prepared in conformity with FAA and FDOT requirements

MEA Group,
Inc.





Environmental Analysis

- **Desktop review examines various categories of impacts**
- **Includes noise contour preparation using INM**
- **Provides guidance concerning projects that could require additional in depth analysis**

MEA Group,
Inc.

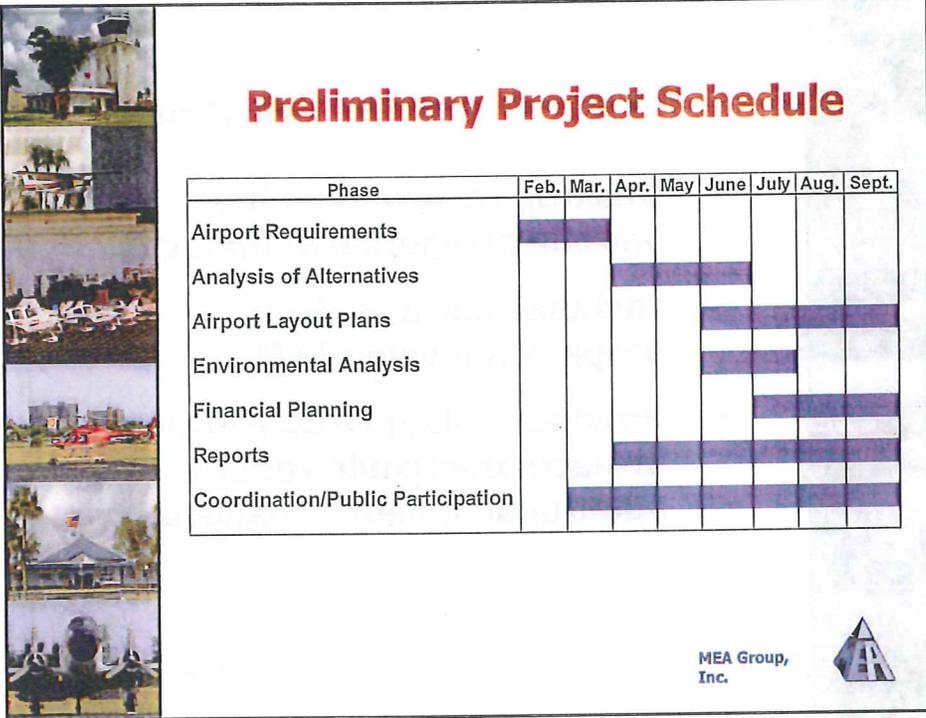


Financial Planning

- **Development phasing**
- **Cost estimates**
- **Financial plan**
- **Financial plan must be coordinated with on-going City/FAA discussions**

MEA Group,
Inc.







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AIR PARK ADVISORY BOARD
Commission Chambers Conference Room

May 1, 2007
5:30 P.M.

AGENDA

A. Call to order by the Chairman of the Board, Dr. Phil DeSantis.

B. **ROLL CALL:**

- Phil DeSantis
- Alfred Ritter
- Hazel Armbrister
- Stephen Holmes
- Patricia Flynn
- Russell Reichmann

C. **APPROVAL OF THE MINUTES:**

- Meeting of February 6, 2007
- Meeting of March 6, 2007
- Meeting of April 3, 2007

D. **NEW BUSINESS**

- 1) Briefing on the AIRPORT MASTER PLAN by Jerry Bandy of the MEA Group.
- 2) Discussion of ranking of RFP for Fixed Base Operator and Hangar Construction on Parcels "X" and "Y".

E. **OLD BUSINESS**

F. **OTHER BUSINESS**

G. **REPORTS**

- 3) Review of monthly AIR TRAFFIC REPORT.

H. **ADJOURNMENT**

Linda R. Hora
Advisory Board Secretary
4.25.07

NOTE: Any person who decides to appeal any decision of the AIR PARK ADVISORY BOARD with respect to any matter considered at this meeting will need a record of the proceedings and for such purpose may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

File

Received

MAY 08 2007

MEA Group, Inc.

CITY OF POMPANO BEACH
BROWARD COUNTY
FLORIDA

AIR PARK ADVISORY BOARD
Commission Chambers Conference Room

May 1, 2007
5:30 P.M.

MINUTES

The meeting was called to order by the Chairman of the Board, Dr. Phil DeSantis, at 5:35 P.M.

Those members present were:

- Phil DeSantis
- Hazel Armbrister
- Alfred Ritter
- Patricia Flynn
- Russell Reichmann
- Stephen Holmes

Also present were:

- Steve Rocco
- Jerry Bandy
- Rob McCaughan
- Commissioner Kay McGinn
- Dave Anderson
- Dan Campbell
- Chris Mullon
- Anne Siren
- Giselle Davis
- Greg Spatz
- Rick Killmon

* * * * *

APPROVAL OF THE MINUTES

MOTION was made by Stephen Holmes and seconded by Russell Reichmann that the minutes of the meeting of February 6, 2007, be approved as submitted. All voted in favor of the above motion with the exception of Hazel Armbrister and Alfred Ritter who voted "NO" to the motion as they were not present at the February meeting.

MOTION was made by Hazel Armbrister and seconded by Patricia Flynn that the minutes of the meeting of March 6, 2007, be approved as submitted. All voted in favor of the

above motion with the exception of Mr. Reichmann who voted "NO" to the motion as he was not present at the March meeting.

MOTION was made by Alfred Ritter and seconded by Stephen Holmes that approval of the minutes of the meeting of April 3, 2007, be tabled to the next meeting as there are not enough Board members present today, who were also present at the April meeting, to pass a motion for approval. All voted in favor of the above motion.

* * * * *

BRIEFING ON THE AIRPORT MASTER PLAN

Mr. Jerry Bandy, Airport Planner with the MEA Group provided a Powerpoint presentation highlighting their work on the Airport Master Plan. He explained the MEA Group is under contract with the City to update the Airport Master Plan. During the March meeting of the Board, he briefly discussed the purpose of the Airport Master Plan and reviewed the typical steps in completing the process.

The Airport Master Plan tasks will include:

- Inventory
- Forecasts of Demand (which is subject to FAA approval)
- Capacity Analysis
- Facility Requirements

The principal components of the FORECASTS OF DEMAND include:

- Based Aircraft (those aircraft which call the airport "home")
- Operations (local, itinerant, total)
- Design Aircraft

Typical methodologies employed include:

- Trend Analysis
- Regression Analysis
- Share of the Market Analysis
- Growth Rate Analysis

Mr. Bandy reviewed the graph depicting the PMP Based Aircraft (1999-2006) based on the FAA Terminal Data Forecast. The graph depicts peaks from 1996-2001 followed by declines. He highlighted the precipitous rises and declines and noted the impact of hurricanes on aircraft storage capability and on the actual aircraft themselves. From the years 2002 through 2006 there is a "flat line". He explained the displacement of projected growth resulting from hurricanes.

Mr. Bandy explained they looked at total forecasts based on the FAA Terminal Area Forecast (TAF) and the Florida Aviation System Plan (FASP). The FASP figures were substantially higher than the TAF figures since they start at the base number from the last Plan.

The Board reviewed the graph depicting ALTERNATE PROJECTIONS OF BAC (Based Aircraft) as follows:

	EASP	TAF
2006	284	155 aircraft
2017	310	137 aircraft
2022	326	129 aircraft
2027	343	121 aircraft

Aircraft based at Pompano Air Park from Broward County was previously shown at 13% compared to about 6.2% now. While there has been growth in this area in Broward County, Pompano Air Park has not shared in that growth.

Mr. Bandy explained the Pompano Beach Air Park is part of the system of airports which serve Broward County and it does not matter who owns it. Within that context, Fort Lauderdale International Airport serves the "big guy" and corporate jets. Executive Airport serves a broad mixture of aircraft from the Gulfstream 5 down to single engine aircraft. There will be less room for general aviation at Executive Airport as they continue to put their plans in place. Some of the bigger aircraft will be forced out of Fort Lauderdale International because of lack of space and lack of service and they will go to Executive or will go further south. Fort Lauderdale International is contemplating a third east-west runway and development of facilities on the west side of the site.

Mr. Bandy discussed fractional aircraft ownership noting Palm Beach International is the second biggest airport in the country for fractional aircraft. Facilities like North Perry and Pompano Air Park see their market as being those single engine and light twin aircraft that evacuate these other facilities.

The PRELIMINARY FORECAST OF BASED AIRCRAFT depicts the following:

2006	155 aircraft
2012	190 aircraft
2017	207 aircraft
2022	227 aircraft
2027	257 aircraft

Mr. Bandy noted it is difficult to develop projections when you have locked hangars at the airport and no way of knowing what is inside. He advised the General Aviation Association data shows an increase in shipments and growth in single engine aircraft.

Discussion followed regarding projected AIRCRAFT OPERATIONS. Historically aircraft operations show a decline at the Pompano Beach Air Park between 1995 and 1997. Presently, according to the Control Tower, we have 101,000 annual operations. The graph depicting the PRELIMINARY FORECAST OF OPERATIONS shows 162,000 annual operations by the year 2027. The Pompano Air Park facility has had more than 200,000 annual operations in the past.

The DESIGN AIRCRAFT data considered the most demanding aircraft or group of aircraft that perform 500 annual operations and take into consideration weight, wing span and approach speed. These aircraft are significant for airport design standards which include runway

length/width/strength and taxiway separation/width/strength. Aircraft historically using the Pompano Beach Air Park include:

Primarily propeller driven types

Predominantly small aircraft with significant use by larger aircraft types (12,500 lbs) and little use by aircraft exceeding 30,000 lbs.

TRENDS IN AIRCRAFT INDUSTRY data depicts continued growth in turbo prop equipment and VLJ's. The DESIGN AIRCRAFT DETERMINATION data included large aircraft (12,500 lbs.), Design Group II aircraft (with wing spans of 49 feet but less than 79 feet) and Category B aircraft (91 knots but less than 121 knots). Typical Aircraft types include:

KingAir 200
Cessna Citation II and III
Cessna 441 Conquest

Mr. Holmes questioned trends relating to helicopter noise.

Mr. Bandy explained helicopters are much quieter now. The industry trend is for noise to go down and technology is on the side of the airport with respect to future helicopters being even quieter. He noted B2 design standards will be applied to their study, and presented photographs depicting B2 aircraft.

Mr. Bandy advised their preliminary look at based aircraft suggests the figures may be a little low, but they do not anticipate a huge change. The Pompano Beach Air Park is perceived as a "community airport". Generally at former military facilities you find runways widths and separations in excess of FAA requirements. Pompano Air Park is presently considered as a Design Group II facility.

It was noted North Perry Airport, Bell Glade Airport and Pahokee Airport are examples of a Design Group I facilities.

Mr. Bandy, in response to the question posed by the Board, advised that typically 60 foot runways and maximum 60 foot hangar widths would be in line with VLJ's, however hangar door widths must also be factored in.

Mr. Rick Killmon (271 S.E. 11th Street) questioned if any micro-jets or VLJ's will be coming into the Pompano Air Park facility.

Mr. Bandy responded he has not seen anything showing these aircraft will be based here. He discussed VLJ rates which can fluctuate from \$1.00 per mile to \$3.00 per mile depending on a passenger's flexibility.

Mr. Holmes questioned why the FASP used by the FAA for growth projections shows such a major market decline.

Mr. Bandy responded the FAA uses trend projections and their numbers show a trend slightly downward. He has watched the FAA reduce the amount of data available, probably due to budget cut backs.

Mr. Holmes advised he is looking for evidence to show if we should be building hangars at the Pompano Air Park or not. He questioned if there is a "standard of excellence" for general aviation facilities.

Mr. Bandy noted the perceived quality of service can effect the demand figures. He referenced Falcon Field in Arizona and how implementation of recommended improvements at that facility increased their number of based aircraft.

Mr. Rocco advised Mr. Bandy will be finalizing the FORECAST and then a Public Meeting will be held. He advised it is planned to hold the first Public Meeting on the Airport Master Plan on June 5, 2007, at the Emma Lou Olson Center. The Board will hold their regular meeting there at 5:30 P.M. followed by the Public Meeting.

Discussion followed regarding how noise concerns will be addressed.

Mr. Bandy explained they will utilize noise modeling and not noise monitoring procedures.

Mr. Holmes suggested the Public Meeting be delayed until the noise issue information is available as that is what the residents will question. He also questioned what will happen if the community does not want to see the 162,000 operations and 257 based aircraft projected for 2027. He questioned if we are building an airport based on market share or building an airport based on what we want to see at the facility.

Mr. Bandy advised they will attempt to develop an Airport Master Plan that conforms to FAA requirements and the community provides much of the information. He discussed the managed growth scenario and explained master plans are prepared through Advisory Circulars which is one of the tiers published by the FAA. In the end, he will present the proposed plan which will be reviewed and approved or rejected by the City Commission.

* * * * *

DISCUSSION OF RFP RANKING

The Board considered the ranking of RFP's for Fixed Base Operator and Hangar Construction on Parcels "X" and "YY". Back-up material provided to the Board included a copy of the RFP and the proposal submitted by Midway Aviation Enterprises, LLC, and Aviation Center of Pompano.

Dr. DeSantis pointed out this Board has never been involved in the RFP ranking process before. Generally after the RFP proposals are ranked, a contract is written up and brought before this Board for review. It has not been normal procedure for this body to review and make recommendations as to RFP rankings.

Mr. Holmes advised it is his understanding that the Board is responding to the request of the City Commission to review these proposals.

Commissioner McGinn commented this is something she feels is appropriate for a civilian board to review. This proposal is for a vendor who expects to operate at the airport.

It was noted no one was present from Midway Aviation Enterprises. Mr. Greg Spatz was present from Aviation Center of Pompano.

Mr. Holmes advised it appears to him the RFP was written in line with what we have been saying we would like to see at the Air Park. The City Commission wants the Board's comments in this regard.

Commissioner McGinn noted the City Commission did not know who Midway Aviation Enterprises was. During discussion at the City Commission meeting the question was asked if the advisory board reviewed the proposal and the answer was "NO". The City Commission only wanted the Board's opinion on the Midway Aviation Enterprises proposal, which was the highest ranked submittal.

Dr. DeSantis noted if the Board is to only consider the Midway Aviation Enterprises proposal, he would suggest this matter be tabled to the next meeting so a representative from that organization can be present to make a presentation.

Mr. Holmes concurred with the Chairman but felt with respect to the individual present tonight, Mr. Spatz, we should hear his proposal as well.

Dr. DeSantis explained Mr. Spatz did not win this proposal, therefore he felt it would be a waste of the Board's time to hear his presentation.

Mr. Rocco explained this item was placed on the Board's agenda because at the past two City Commission meetings this ranking was tabled. The City Commission wanted the Board to review the proposals as they felt the Board had not been involved in the RFP process. He explained the RFP process whereby the Selection Committee ranks the proposals for submission and approval by the City Commission. Once City Commission approval is given, Staff can go to the highest ranked RFP and begin negotiations. The matter would then come to this Board for review and recommendation of the contract.

MOTION was made by Russell Reichmann and seconded by Alfred Ritter that Midway Aviation Enterprises come in and make a presentation before this Board. All voted in favor of the above motion with the exception of Patricia Flynn and Stephen Holmes who voted "NO". Motion passes by a vote of 3/2.

Mr. Rob McCaughan, Director of Public Works, explained three proposals were received. All three were invited to make a presentation and one did not show.

Dr. DeSantis advised he personally does not want to become involved in the RFP process or the ranking process.

MOTION made by Stephen Holmes that both Midway Aviation Enterprises and Pompano Aviation Center come in and make a presentation before the Air Park Advisory Board was subsequently rescinded.

Mr. Greg Spatz (2785 S.E. 11th Street) addressed the Board on behalf of Pompano Aviation Center and noted if his proposal is not going to be considered, since he was not the top ranked submittal, it would be a waste of time for him to make a presentation to this body.

By way of clarification, Mr. McCaughan explained the five individuals on the Selection Committee submit their ranking recommendation to the City Commission for review and approval. If the City Commission does not like the Committee's ranking recommendation, they can rank the proposals themselves. Typically, Staff goes through the process and they have ranked the proposals once. It is totally within the City Commission's authority to throw Staff's ranking out.

Dr. DeSantis advised he would like to see the City Commission approve the ranking and send the highest ranked proposal back to this Board for a presentation. We have City professionals doing the ranking and this is how he feels the process should continue to function.

It was agreed Mr. Rocco will have a representative from Midway Aviation Enterprises at the next meeting of the Air Park Advisory Board to make a presentation.

* * * * *

OTHER BUSINESS

Mr. Reichmann noted at the last meeting the Board requested information about Silver State Helicopters, operating out of the old American Flyers building at Executive Airport. This operation has 5 R22's and 1 R44 coming in. Currently they have 102 students signed up for lessons. Silver State Helicopters has 26 schools in 12 states and 4 of their schools are located in Florida. They are going to be here and they are growing.

Mr. Reichmann advised their total program costs \$69,900. They charge \$330.00 per hour to fly with an instructor and \$280.00 per hour to fly solo. Silver State will finance the \$69,900 program cost and students need not begin payments until 6 months after graduation. If a student drops out or quits, he will be charged a portion of the fee based on how long he was active in the program. Silver State Helicopters is also a Robinson dealer and they have a sales operation here.

Mr. Rocco advised he had a meeting with Silver State Helicopter representatives at our airport and found them to be very accommodating. He discussed their 6:00 A.M. starting time and the impact same had on helicopter noise in the area and they agreed to start at 8:00 A.M. instead.

Discusison followed regarding traffic patterns and the impact of same on helicopter operations.

Mr. Rocco advised the survey is done for the helipad and the points are painted. The Control Tower Manager does not feel the helipad will be feasible under certain wind conditions requiring the use of Runway 6-24 or 10-28 as the helicopters will be too close to the active runway.

Mr. Rocco is proceeding with the helipad project.

* * * * *

AIR TRAFFIC REPORT

Monthly operations and noise reports for April 2006 and 2007 were noted as follows:

April 2006 9,240 operations
 1 noise report

April 2007 11,536 operations
 9 noise reports

* * * * *

There being no further business to come before the Board, **MOTION** was made by Alfred Ritter and seconded by Stephen Holmes that the meeting be adjourned.

All voted in favor of the above motion.

Meeting adjourned at 7:15 P.M.

Linda R. Hora
Advisory Board Secretary
5.1.07



Pompano Beach Air Park Master Plan Update

Air Park Advisory Board Briefing

May 1, 2007

MEA Group, Inc.



Airport Requirements

- **Inventory** ←
- **Forecasts of Demand** ←
- **Capacity Analysis** ←
- **Facility Requirements** ←

← - *Indicates task currently underway.*

MEA Group, Inc.





Forecasts of Demand

- **Principal components:**
 - **Based Aircraft**
 - **Operations (local, itinerant, total)**
 - **Design Aircraft**
- **Typical methodologies**
 - **Trend Analysis**
 - **Regression Analysis**
 - **Share-of-the-Market**
 - **Growth Rate Analysis**

MEA Group, Inc.



Forecasting Process

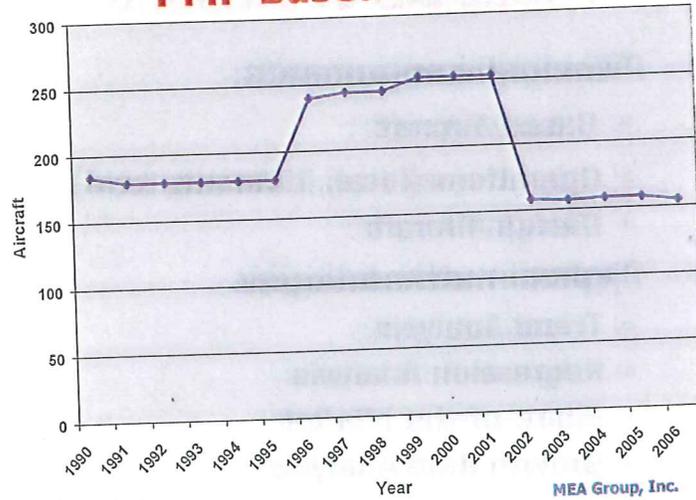
- **Gather and analyze data**
- **Identify applicable techniques**
- **Prepare alternative projections**
- **Compare to other projections**
- **Select preferred projection
(This becomes the forecast.)**

MEA Group, Inc.





PMP Based Aircraft



MEA Group, Inc.



Methodologies Examined

- Trend (discarded)
- Regression (discarded)
applicable techniques
- Share-of-the-Market
- Growth Rate

MEA Group, Inc.





Independent Forecasts

- **FAA's Terminal Area Forecast (TAF)**
- **Florida Aviation System Plan (FASP)**

MEA Group, Inc.

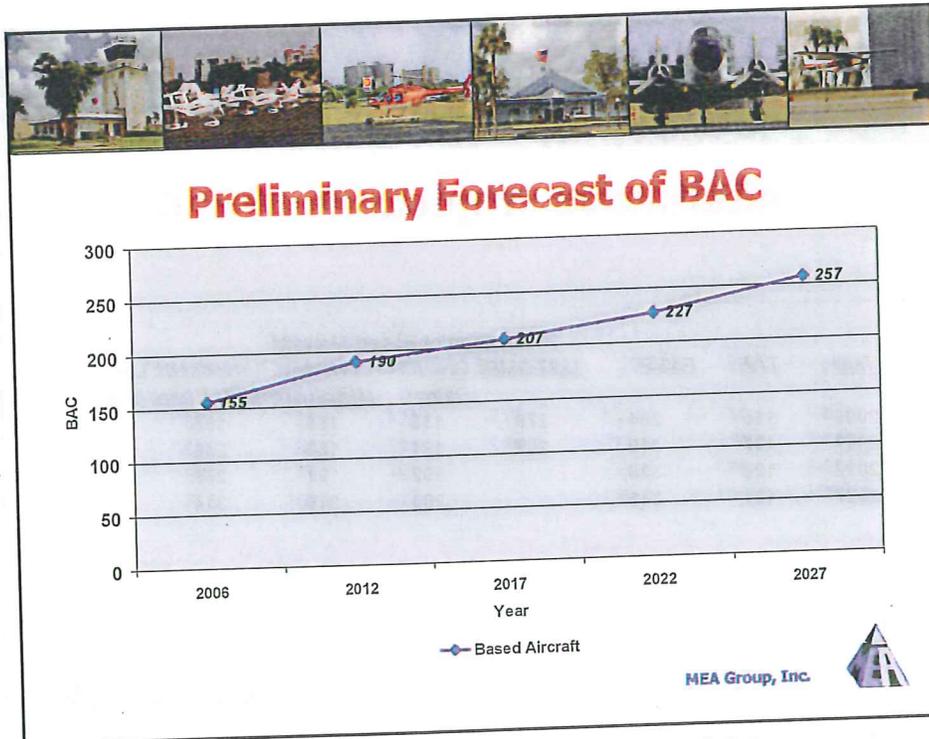
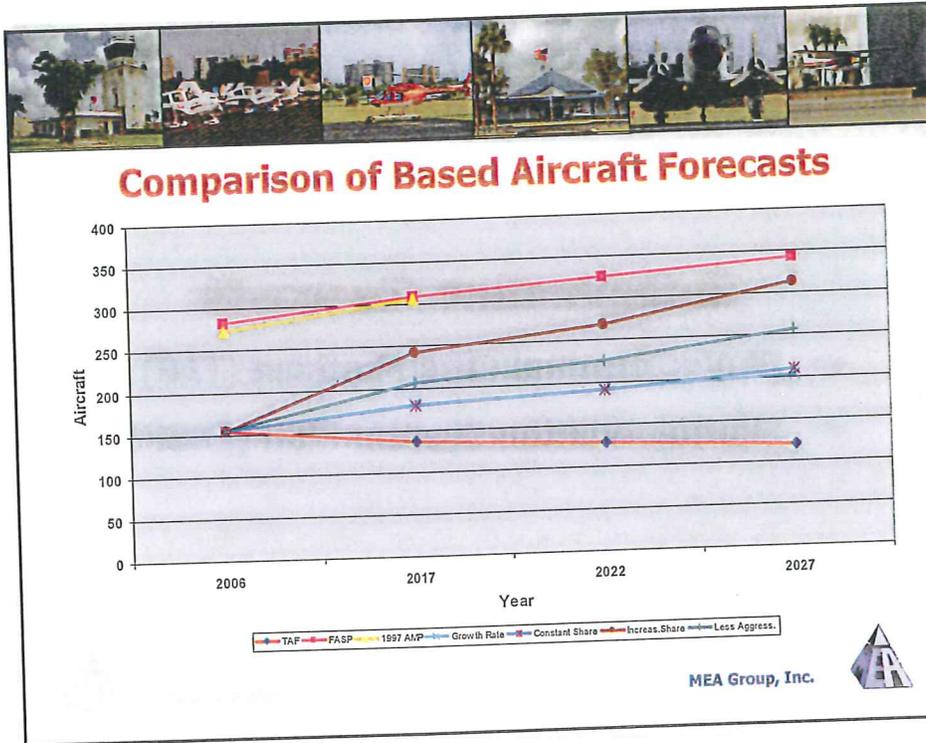


Alternative Projections of BAC

Year	TAF	FASP	Projections of Based Aircraft				
			1997 AMP	Growth Rate	Constant Mkt. Share	Increased Mkt. Share	Less Aggressive
2006	155	284	273	155	155	155	155
2017	137	310	307	181	180	243	207
2022	129	326		192	191	269	227
2027	121	343		203	210	314	257

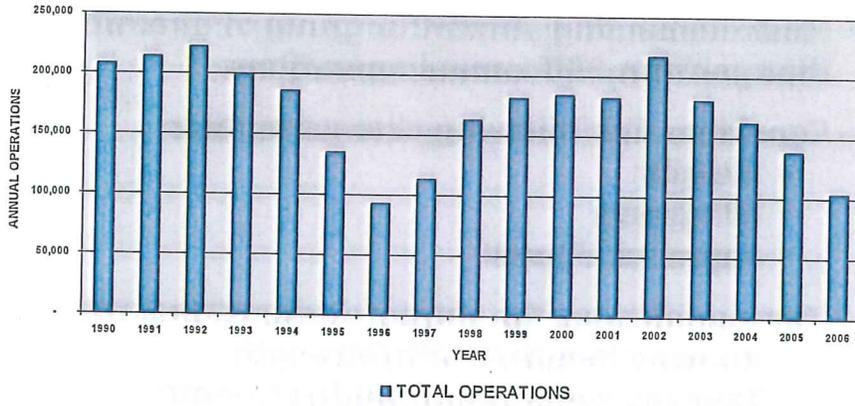
MEA Group, Inc.







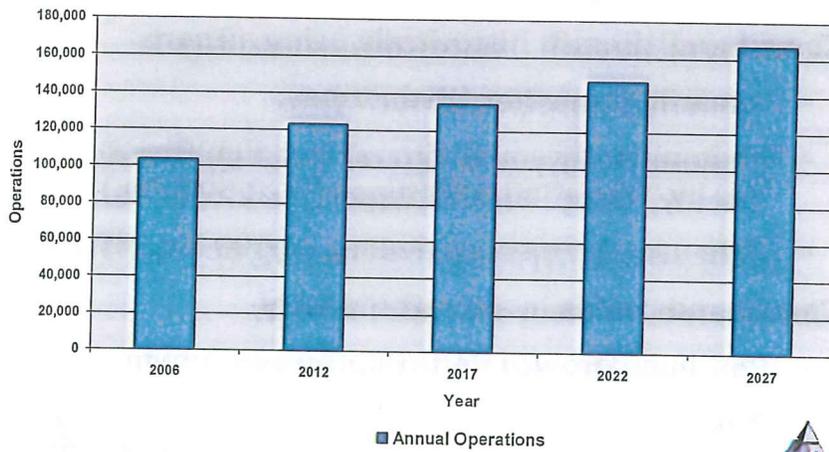
Historical Aircraft Operations



MEA Group, Inc.



Preliminary Forecast of Operations



MEA Group, Inc.





Design Aircraft

- **Most demanding aircraft or group of aircraft that perform 500 annual operations**
- **Considers the following characteristics:**
 - **Weight**
 - **Wingspan**
 - **Approach Speed**
- **Has significance for airport design standards:**
 - **Runway length/width/strength**
 - **Taxiway separation/width/strength**

MEA Group, Inc.



Design Aircraft Analysis

- **Considered aircraft historically using airport**
 - **Primarily propeller-driven types**
 - **Predominantly small aircraft but significant use by "large" aircraft types (>12,500 lbs.)**
 - **Little use by types exceeding 30,000 lbs. MTOW**
- **Considered trends in aircraft industry**
 - **Continued growth in turboprop equipment**
 - **VLJs**

MEA Group, Inc.





Design Aircraft Determination

- Large aircraft – MTOW >12,500 lbs.
- Design Group II (wingspan = 49' up to but < 79')
- Approach Category B (91 knots or more but <121)
- Typical types:
 - KingAir 200
 - Cessna Citation II and III
 - Cessna 441 Conquest

MEA Group, Inc.



"Typical" Aircraft



MEA Group, Inc.





Next Steps

- **Conduct public information meeting**
- **Finalize forecasts**

MEA Group, Inc.





OSM

CITY OF

POMPANO BEACH

FLORIDA

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Pompano Beach, FL 33061

AIR PARK ADVISORY BOARD
Emma Lou Olson Center

June 5, 2007
5:30 P.M.

AGENDA

A. Call to order by the Chairman of the Board, Dr. Phil DeSantis.

B. **ROLL CALL:**

Phil DeSantis
Alfred Ritter
Hazel Armbrister
Stephen Holmes
Patricia Flynn
Russell Reichmann

C. **APPROVAL OF THE MINUTES:**

Meeting of April 3, 2007
Meeting of May 1, 2007

D. **NEW BUSINESS**

- 1) Consideration of **CAPITAL IMPROVEMENT PROJECTS** for the Pompano Beach Air Park.
- 2) Consideration of approval of the ranking for **MIDWAY AVIATION ENTERPRISES, LLC.** for Fixed Base Operation and Hangar Construction on Parcel "X". (Back-up previously provided).
- 3) Consideration of **MOTION** to change the July 3rd meeting to July 10th.
- 4) Consideration of **MOTION** to cancel the August meeting.

E. **OLD BUSINESS**

F. **OTHER BUSINESS**

G. **REPORTS**

- 5) Review of monthly **AIR TRAFFIC REPORT.**

H. **ADJOURNMENT**

Linda R. Hora
Advisory Board Secretary
4.25.07

NOTE: Any person who decides to appeal any decision of the AIR PARK ADVISORY BOARD with respect to any matter considered at this meeting will need a record of the proceedings and for such purpose may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

CITY OF POMPANO BEACH
BROWARD COUNTY
FLORIDA

AIR PARK ADVISORY BOARD
Emma Lou Olson Center

June 5, 2007
5:30 P.M.

MINUTES

The meeting was called to order by the Chairman of the Board, Dr. Phil DeSantis, at 5:35 P.M.

Those members present were:

Dr. Phil DeSantis
Hazel Armbrister
Patricia Flynn
Russell Reichmann
Stephen Holmes

Alternate Member:

Dave Anderson for Alfred Ritter

Also present were:

Steve Rocco
Larry Schuster
John Rayson
Katheryn Gillis
Dan Campbell
Don McNeil
Giselle Davis
Dan Campbell
Joanne Bochan
Rob McCaughan
Terry Kaye
Jeff Williams
David Wesley Siftt

* * * * *

APPROVAL OF THE MINUTES

MOTION was made by Patricia Flynn and seconded by Russell Reichmann that the minutes of the meeting of April 3, 2007, be approved as submitted.

NOTE: Ms. Gillis filled in for Mr. Holmes for the approval of these minutes.

All voted in favor of the above motion with the exception of Dr. DeSantis and Dave Anderson who voted "NO" to the motion as they were not present at the April meeting.

(NOTE: Mr. Holmes resumed his position on the Board.)

MOTION was made by Russell Reichmann and seconded by Stephen Holmes that the minutes of the meeting of May 1, 2007, be approved as submitted. All voted in favor of the above motion.

* * * * *

CAPITAL IMPROVEMENTS PLAN

Ms. Larry Schuster, Acting Planning Director, reviewed the PROPOSED CAPITAL IMPROVEMENTS PLAN for Fiscal Years 2008 through 2012, relating to Air Park Enterprise Fund Projects, as follows:

Air Park Pavement Maintenance Program

This project consists of an annual pavement maintenance program that will prolong the list of the existing pavement at the Air Park. It will include applying a pavement rejuvenator and crack filler or asphalt paving.

This will be an annual project starting in Fiscal Year 2006. A total of \$70,000 has been budgeted annually for this project.

Mr. Schuster advised the airport runways are the most costly investment at the airport.

Mr. Rocco added the Pavement Maintenance Program is intended to keep the pavement in functional order until a pavement overlay can be conducted. The existing pavement at the airport is quite old. The maintenance program will prevent cracking, but is only intended to extend the life of the pavement until a complete overlay can be completed.

Replace Air Park Security Fence

This project will replace approximately 7,500 linear feet of worn fencing along N.E. 5th Avenue with new fencing to meet FAA requirements. The fabric is rusted, support poles are bent and/or loose and barbed wire topping is missing or sagging. The fence along N.E. 10th Street has been replaced.

A total of \$169,500 has been budgeted in Fiscal Years 2008 and 2009 for this project.

It was noted approximately \$154,000 was spent for the new fencing along N.E. 10th Street. Now funding will be budgeted for the N.E. 5th Avenue portion of the fencing.

Widen Taxiway Fillets

This project involves increasing the turning radius at the intersections on Taxiways "Foxtrot" and "Delta". The current 90 degree short radius corners make it difficult for aircraft to turn without running of the taxiway.

This project is scheduled to start in Fiscal Year 2008. A total of \$42,100 has been budgeted for Fiscal Year 2008 and \$192,500 for Fiscal Year 2009.

Water Main Extension

This project involves extending water service and fire protection to Parcel "BB" and Parcel "YY". The installation of a water loop and fire hydrants on Parcel "BB" (\$280,000) will be completed during Fiscal Year 2008. Water service and fire protection for Parcel "YY" (\$254,000) will begin in Fiscal Year 2009.

Mr. Rocco noted the sewer to the Control Tower is in the design phase now and will be completed this fiscal year.

Construct Taxiway "Hotel"

This project involves the construction of a new Taxiway "Hotel". Taxiway "Hotel" will allow aircraft to exit and clear Runway 33 more efficiently and expeditiously, providing safer airport operations. A new exit taxiway is proposed at approximately 1,100 feet northeast of the runway threshold. The taxiway will be 50 feet wide and approximately 425 feet long.

The construction of these two taxiways will assist in a safer operation of Runway 15/33. Runway 15/33 is a non-precision instrument approach runway and is the airport's primary runway. These taxiways will reduce congestion and subsequently allow for less chance of runway incursion. This project is scheduled for Fiscal Year 2010 and \$533,000 has been budgeted for this project.

It was noted this taxiway is being constructed in accordance with the Master Plan.

Construct Taxiway "Golf"

This project involves the construction of a new Taxiway "Golf". Taxiway "Golf" will allow aircraft to exit and clear Runway 15 more efficiently and expeditiously, providing safer airport operations. A new exit taxiway is proposed at approximately 1,100 feet southeast of the runway threshold. The taxiway will be 50 feet wide and approximately 425 feet long.

The construction of these two taxiways will assist in a safer operation of Runway 15/33. Runway 15/33 is a non-precision instrument approach runway and is the airport's primary runway. This taxiway will reduce congestion and subsequently allow for less chance of runway incursion.

This project is scheduled for Fiscal Year 2011 and \$541,000. has been budgeted for same.

It was noted this taxiway is being constructed in accordance with the Master Plan.

Construction Storage Shed

This project involves the construction of a 50 foot by 65 foot by 14 foot high metal storage building with roll-up doors. The building will provide space for storage of equipment and supplies and work area to make minor repairs on equipment.

Mr. Rocco advised this storage shed will be located to the west of the Control Tower and will be used to store equipment and extra lights, signs and cabling, etc.

In response to the question posed by Ms. Flynn, Mr. Rocco explained he has a Purchase Order opened to paint the temporary helipad. No funds are available, however, to build a helipad on the airport at this time.

MOTION was made by Stephen Holmes and seconded y Russell Reichmann that the Board recommend approval of the Capital Improvements Plan for the Air Park as proposed. All voted in favor of the above motion.

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RANKING FOR MIDWAY AVIATION ENTERPRISES, LLC.

Dr. DeSantis noted it is his understanding the Board is to approve the ranking for Midway Aviation Enterprises, LLC. for a fixed base operation and hangar construction on Parcel "X". He noted this Board has never been asked to review a proposal ranking in the past as we have City professionals to undertake this task. This matter was referred to this Board by the City Commission. He suggested the Board limit consideration to the ranking at this meeting and await the actual proposal for review and consideration.

Mr. Holmes commented it is his understanding Midway Aviation Enterprises, LLC. is here tonight to make a presentation to this Board.

Mr. John Rayson addressed the Board on behalf of Midway Aviation Enterprises noting his client was the top ranked firm. He introduced Terry Kaye and Jeff Williams. Mr. Williams is one of the primary developers of airplane hangars throughout the United States. Erect A Tube is the primary contractor for this project. Plans for this site call for a beautiful, environmentally friendly development. The contractor will utilize first rate materials and will maintain as much of the existing tree canopy as possible to mesh with the environment. There will be no self-fueling at this operation and they will utilize the latest "green" technology in the construction. They plan to utilize recycled materials which will provide coolness in the summer and warmth in the winter.

Mr. Rayson advised Mr. Kaye has been a pilot for 62 years. He too is a pilot and trained at the Pompano Beach Air Park. He maintained the City will be happy with the quality of the construction by this fixed base operator and with this type of limited, small scale development. This development is something the airport needs and the FAA wants to take place.

Mr. Rayson advised it is his understanding that Anthony Aviation does not object to this proposal. This proposal represents solid financing, a well thought out concept by a proven builder of fixed base operations with a top rated hangar company undertaking the construction. These hangars will be owned, not rented units. This sale of the units will result in pride of ownership. There is a "plus" with persons who have a financial investment in their space.

Owners will tend to be more careful in the usage of their property and this is an important aspect of the project. He wished to make it clear his comments are not intended to disparage the rental of hangars in any way, as he has leased hangar space himself.

Mr. Williams highlighted the Aurora Airport facility in Illinois. He is one of the members of the Midway Aviation Enterprises LLC and Mr. Kaye will be the operator.

Mr. Rayson introduced David Wesley Siffit who will be the certified mechanic in charge at this new fixed base operation. Mr. Siffit reviewed his credentials with the Board noting he is certified to perform both 100 hour inspections and annual inspections.

Mr. Holmes noted if Midway Aviation builds out all their projected hangars, this will meet the demand as set forth in the Master Plan. He questioned the wisdom of having one operator perform this "build out" and of placing "all our eggs in one basket" and questioned if we should "spread out" the hangar construction.

Mr. Rocco noted the Master Plan capacity goes through 2029. He felt there will always be a need for airport hangars and other parcels at the airport could be used for aviation businesses. Anthony Aviation has 144 hangars and 2 bulk storage hangars will be constructed by AOG. Each entity will accommodate certain needs and aviation uses.

Mr. Rayson advised all they are looking to do tonight is have the Board make a recommendation on the ranking.

Ms. Flynn disagreed with Mr. Rayson's comment noting the City Commission instructed this advisory board hear the proposal.

Dr. DeSantis disagreed with Ms. Flynn noting the City Commission has indicated this proposal, when ready, will be submitted to this Board for presentation, review and recommendation.

Mr. Rayson advised it is his understanding this Board is to approve the ranking and send its recommendation in this regard back to the City Commission.

Mr. Rocco detailed the usual process noting the City solicits proposals and upon receipt of same Staff forms a committee to review and rank them. These ranking recommendations are then submitted to the City Commission. Upon approval by the City Commission, Staff is authorized to begin negotiations with the first ranked submission. When the proposed lease is finalized it is brought to the Air Park Advisory Board for review and recommendation to the City Commission. The proposal by Midway Aviation Enterprises will be coming back before this Board.

Ms. Flynn advised this scenario is not what the City Commission stated at their meeting. She questioned where Mark Shackelford is.

Mr. Rayson advised Mr. Shackelford is no longer part of this LLC. However, all letters from Mr. Shackelford regarding this project were authorized by Mr. Kaye. Mr. Rayson was engaged by Messrs. Kaye and Williams, subsequent to the last City Commission meeting to help facilitate this proposal and offer information.

Mr. Williams noted approximately 92 hangar units are proposed. These units will not be constructed all at once, but will be built as the market dictates, building by building.

Mr. Reichmann questioned plans to accommodate VLI's (very light jets).

Mr. Rayson advised the Pompano Beach Air Park is a general aviation facility and the jetport is at Fort Lauderdale Executive Airport. This fact will not change because Executive Airport has longer runways as well as a Customs facility. While we have some jet traffic at our airport and while this proposed fixed base operator will provide jet aviation fuel and offer repairs, the operation is geared towards general aviation. He reiterated there is occasionally jet traffic at the airport now and will be in the future, but Midway Aviation is not catering to or enhancing jet aircraft traffic.

Ms. Flynn noted on the renderings provided, reference is made to a "Jet Center" and she finds this upsetting.

It was noted this is just a rendering and at times the designers take "artistic license" in their drawings. This statement on the rendering is not accurate.

Ms. Flynn noted plans provide for a 23,000 square foot hangar and a 32,000 square foot hangar and these are two very large structures.

Mr. Williams explained these are attached single units which will be subdivided.

Mr. Kaye explained Mr. Shackleford relocated to Arkansas. He and Mr. Williams are now 50/50 development principals. Mr. Shackleford was neither a highly experienced developer or builder.

Mr. Holmes commented the management in place at this time seems to represent an improvement over what was presented last month. He commented the City Commission wanted the advisory board to hear input as to the quality of proposed development and commitment to the community to not move in the direction of a jet center. The community wants to preserve this small corner of the airport to the greatest extent possible.

Mr. Kaye explained most jets require an acceleration stop distance and a 4500 foot runway will not provide that. He assured the Board he is not interested in jets and he does not own one.

Mr. Holmes questioned tree preservation plans.

Mr. Kaye advised they need room to build and room for taxiways and ramps. It is very expensive to move trees and clear land and they will not, therefore, take down any more trees than they have to.

Mr. Rayson offered assurance they will take every effort to preserve the trees which do not interfere with the structures or facility itself. The surrounding areas will have green space and will be lovely.

Ms. Flynn commented the text submitted provides that the "Pompano Air Park is underdeveloped and we want to bring it up to the standards of Executive Airport." This statement causes her concern.

Mr. Kaye advised the hangars they will be building will not accommodate anything "large".

Ms. Flynn noted Mr. Becker remained with Anthony Aviation in a consulting capacity for 5 years. She questioned if this proposal includes a consultant on site.

Mr. Siff highlighted his background and experience in Illinois where he ran a cargo operation. He did not sell fuel but did undertake maintenance. He could serve in a consulting capacity as he is familiar with fuel procedures and FAA rules and is aware of maintenance procedures. He can also relocate to this area if needed. He has experience with twin and single engine aircraft, not with jets.

Mr. Rayson advised he has had personal knowledge of Mr. Kaye for the past 10 years. Mr. Kaye is a very astute and successful businessman, is the owner of several buildings and operates same at a profit. He maintained Mr. Kaye will prove to be a successful operator here and will run a beautiful, modern and "green" fixed base operation. Mr. Kaye has stated on the record that he is not looking to bring in jets and that this operation is intended as a general aviation facility. Messrs. Kaye and Siff will run the business on a daily basis and Mr. Williams will be a 50% owner.

In response to the question posed by the Board, Mr. Kaye advised there are no plans to provide aircraft painting.

Mr. Williams reviewed an aerial and information on the Aurora Airport facility in Illinois where there is an existing condo hangar operation. At that site an Association was created and 194 T-hangars and corporate hangars were developed. While there are a few jets at that site there is generally propeller driven aircraft. At Aurora there are different size units available. The facility is self-governing by a Board of Directors of the Association. The Association is responsible for snow removal, insurance and taxes and in return they were granted a longer than usual lease arrangement with the City. The lease at Aurora was for 20 years with three 10 year options as when you are marketing you must be able to show value and demonstrate how one can invest and see that investment increase.

Mr. Williams added at Aurora the City negotiated a contract where they lease the ground and in return receive a rental payment. This concept has been very successful. The developer wins as he can build and sell for a profit. The owner wins as he can invest in the project, occupy the project and sell at a profit, and the City wins as they get a monthly rental check. This is a beautiful concept. The unit owners pay an annual Association dues. The Association leases the property from the City and is responsible for all exterior maintenance. Interior maintenance is handled by the individual unit owners. Any ramp repairs, roofing and/or sewer problems are handled by the Association.

Mr. Reichmann questioned if there are any deed restriction on the Aurora hangar units.

Mr. Williams commented there are restricted activities at the facility, such as the fact there can be no commercial activity in the hangars. However, owners can have a private office. Some of the hangars are air conditioned. People cannot sleep in the hangars or utilize same as a permanent address. There is a restriction on storing hazardous materials in the units. All units have fire extinguishers which are inspected once a year. The Aurora facility does allow for the inside storage of boats and RV vehicles.

Mr. Rocco advised FAA deed restrictions prohibit some of the allowable Aurora hangar uses; such as vehicle storage, and must be followed.

Mr. Rayson assured the Board all FAA regulations and restrictions will be obeyed. All facilities; at the end of the lease period, will revert to the City. They plan to negotiate with the City and come up with lease terms the City is comfortable with. There are different dynamics and deed restrictions at the Pompano Air Park than those in effect in Aurora.

Mr. Williams explained at the Aurora facility any unusual occupancy requests would require review and approval by the Association. As examples he noted a request to operate a flying club and a Part 135 certification operation.

Dr. DeSantis noted there has been a flying club at the Air Park for a number of years.

Mr. Rayson agreed if there are any "gray" areas in conjunction with hangar use, they will bring same before the advisory board for review and approval, before they make a decision on same. He noted for the record they will not be soliciting jets.

Discussion followed regarding the impact of this operation on the wellfields and compliance with the Wellfield Protection Ordinance.

Mr. Rayson advised he resides east of Federal Highway and his water comes from the golf course wellfields. He assured the Board they will take every precaution and will adhere to every restriction governing the wellfields. They will provide no self-service for fuel and will keep an eye towards protecting the wellfields. There will be no problem with the wellfields or he will no longer be connected with this project.

In summary it was noted this proposed operation will not be a jetport, heliport or school. The facility will be operated by well qualified people and will protect the environment.

Mr. Rayson explained the proposal before the Board tonight relates only to Parcel "X". Should they seek to lease any additional land, it would require a separate proposal and approval by the Board.

MOTION was made by Stephen Holmes and seconded by Russell Reichmann that the Board recommend approval of the #1 ranking for Midway Aviation Enterprises, LLC. as submitted to the Board. All voted in favor of the above motion.

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CHANGE OF JULY MEETING DATE

It was agreed to change the July 3rd meeting date due to the Fourth of July Holiday.

MOTION was made by Hazel Armbrister and seconded by Russell Reichmann that the July meeting be held on Tuesday, July 24, 2007, at 5:30 P.M. at the Commission Chambers Conference Room. All voted in favor of the above motion.

* * * * *

CANCELLATION OF AUGUST MEETING

MOTION was made by Russell Reichmann and seconded by Stephen Holmes that the Board cancel its August meeting. All voted in favor of the above motion.

* * * * *

OTHER BUSINESS

Ms. Flynn discussed the recent invitation only meeting hosted by Senator Atwater to discuss the helicopter problems at the Air Park. Also present at the meeting were Congressman Klein and his aides, Senator Martinez's aide, Mayor Fisher, Commissioners Hardin and McGinn, Broward County School Safety Board representatives and helicopter operators from the Pompano Beach Air Park and Executive Airport (Silver State Helicopters and Helicopters of America). Also present was the Director of Public Works, Rob McCaughan and the Airport Manager. Ms. Flynn and Ms. Armbrister were also in attendance as well as Doris Price, Marion Phelps and Chris Mulloin.

It was noted no one was present from the FAA, even though they were invited.

Helicopter operators present agreed to try and stay within the airport boundaries. It was further agreed that a courtesy agreement would be developed with the Control Tower and helicopter operators agreeing to stay within airport boundaries whenever possible.

Senators Atwater and Martinez and Congressmen Klein have more "clout" than the City with the FAA to try to work this helicopter problem out. The City has tried for years to control helicopters at the airport, but there are a number of factors involved including the weather and now many aircraft are in the pattern.

Mr. Rocco advised he will develop a draft courtesy agreement with the MEA Group and will bring same to the Board for its review and recommendation at the July meeting. He cannot guarantee operators outside the City of Pompano Beach will agree to sign this courtesy agreement and abide by same. He will also seek City Attorney input into the courtesy agreement.

Dr. DeSantis noted with a voluntary agreement the public must understand there will be instances wherein the pilots are legally operating, but are operating outside the provisions of the voluntary agreement.

Ms. Flynn noted the voluntary agreement in effect several years ago was working.

Mr. Reichmann maintained a "head to head" with the Congressmen and the FAA will result in the FAA winning. The public must understand a courtesy agreement is not engraved in stone and the public should not start dialing their phones as soon as they see a plane flying outside the agreement provisions.

Mr. Rocco felt even though the City had voluntary restrictions on "touch and go" landings in place several years ago, the FAA took no action because the voluntary provisions were working. It was then requested however that we restrict helicopter operations, eliminate touch and go operations and stop taxi back operations and this is when AOPA and the FAA became involved.

* * * * *

AIR TRAFFIC REPORT

Mr. Rocco reported on Traffic and Noise Reports for May of 2006 and 2007 as follows:

May - 2007	9,406 operations 3 noise reports
May - 2006	9,090 operations 2 noise reports

Noise reports were filed by Wes Ticken and Ms. Montgomery in May of 2007.

Mr. Rocco advised he spoke with Ms. Montgomery and went to her home. She informed him wood chips were being dropped by planes flying over her house. He noted on the west side of I-95, the business known as Pallet King makes pallets and perhaps the sawdust blew over from this operation. He could not confirm that wood chips were being dropped from aircraft and BSO was also involved in this matter.

Mr. Rocco expressed his hope that now that Senator Atwater is involved in the helicopter noise issue, it will produce some results. He explained to the Board that he cannot control where aircraft go in the sky.

* * * * *

There being no further business to come before the Board, **MOTION** was made by Stephen Holmes and seconded by Russell Reichmann that the meeting be adjourned.

All voted in favor of the above motion.

Meeting adjourned at 7:08 P.M.

Linda R. Hora
Advisory Board Secretary
6.5.07

NOTICE OF PUBLIC MEETING

Pompano Beach Air Park Air Park Master Plan Update

Community Open House • June 5, 2007, 7:00 PM

The City of Pompano Beach will host a community open house for citizens interested in learning about and submitting their views on the Pompano Beach Air Park Master Plan Update. Interested citizens are encouraged to attend and to participate in this important study. City officials and the project consultant will be on hand to answer questions and update the community on the status of the study. A formal presentation will be made at 7:30 PM, followed by a question and answer period.

When: Tuesday, June 5, 2007

What Time: 7:00 PM through 9:00 PM
Time certain presentation: 7:30 PM

Where: Emma Lou Olsen Civic Center
1801 N.E. 6th Street, Pompano Beach

For more information, log on to the airports web page at www.mypompanobeach.org, or contact the Airport Manager's office at 954-786-4135.

Pompano Beach Air Park Master Plan Update Community Workshop
 Tuesday, June 5, 2007 - 7:00 PM
 Emma Lou Olsen Civic Center

Print Name	Address	Email	Telephone/Fax	Representing
1. Lisa Watkins	2001 P.B. Lakes Blvd. #500 WSP FL 33407	lwatky@meagroup.com	561-616-5779	MEAGROUP
2. MICHAEL BELTZVILZ	5200 NW 33RD AVE SUITE 207 FORT LAUDERDALE, FL 33309	michael.beltzvilz@kimley-horn.com	954-535-5100	KIMLEY HORN & ASSOC
3. KATE WELNER	PO BOX 14360 NORTH PALM, FL 33408	KATEWELNER@JANU.COM	561-722-3659	SEN. JEFF ATWATER
4. Tineka Carter	2001 Palm Beach Lakes Blvd Ste 500 West Palm Beach, FL 33409	tcarter@meagroup.com	561-616-5779	MEAGROUP
5. Jim Howard	1101 NE 10th Street Apt 80 4800 Ocean Pkwy Ln Ft. Lauderdale, FL 33319	jjhoward2@aol.com	954-931-7184	Hotel of America
6. PAUL KRANER		DERFSPAK@aol.com	954-298-3998	Alaska Aviation
7. Stephen Malin	2940 N. Course DR Pompano Beach, FL 33069	FLALOHHA@AOL.COM	954-489-9681	ALOHHA AVIATION
8. Doris Price	300 NE 4th Ave. Pom. Bld. FL 33060	theprice2@bellsouth.net	954-788-3556	Old Pompano Civic Assoc.
9. CHARLOTTE FUDGE	2108 NE 14th St Pompano FL 33062	michael.penman@yasp.com	561-929-8838	
10. MICHAEL PENMAN			↓	
11. CHRIS ANTHONY	808 NE 5th 33060	Cjandlon2bell@bellsouth.net		
12. David Watkins	3240 Lake Shore Drive Deerfield Beach FL	watkinsd@bellsouth.net	954-421-6727	Self.

Pompano Beach Air Park Master Plan Update Community Workshop
 Tuesday, June 5, 2007 - 7:00 PM
 Emma Lou Olsen Civic Center

Print Name	Address	Email	Telephone/Fax	Representing
13. Mike CAREY		Michael.Carey@ Cruddy-Hood.com		
14. Dad McNair	2720 NE 6 th St Farming	Dmccnair@aol.com bullwinkle.com	954 234-4717	Appt
15. Phil DeBayer	591 SE 6 Ave	blueskydoc@ aol.com		
16. John Farnell	1051 SE 7 Ave	blueskydoc@aol.com blueskydoc@aol.com	954-991-1789	
17. STEVEN Rocco	1001 NE 10TH STREET	jkfarnell@ Steve-Rocco.com	954-786-4135	POA
18. Dan Campbell	1401 NE 10th		954-524-7567	Anthony Holdings
19. TRINA FLIM	2611 NE 22 ST	SHAMROCK@ aol.com	(954) 782-4810	
20. Steve Haines	1915 18th Ave N	Steve@vynor.com	954 254 9577	
21. PATRICK JONANON	411 NE 18 AVE	PJONANON77@ aol.com	954-785-6100	
22. BRUCE W. JOSEPH	1119 18th Ave Largo, FL	brucej@ Pluhelko.com	727 878 0229	PLUHE LOW P.A.
23.				
24.				



Pompano Beach Air Park Master Plan Update

Community Open House

June 5, 2007

MEA Group,
Inc.



Master Plan Team

- **MEA Group, Inc. – Prime Consultant**
- **Kimley-Horn and Associates**
- **Kimberly A. Brown and Associates**

MEA Group,
Inc.





Master Plan Purposes

- Defines Airport goals and objectives
- Identifies concerns and opportunities
- Considers future development needs
- Provides a management tool
- Required for federal and state funding eligibility

MEA Group,
Inc.



Master Plan Elements

- Airport Requirements
- Analysis of Alternatives
- Environmental Analysis
- Airport Plans
- Financial Plans
- Project Coordination & Public Information

MEA Group,
Inc.





Airport Requirements

- **Inventory** ←
- **Forecasts of Demand** ←
- **Capacity Analysis** ←
- **Facility Requirements** ←

← - *Indicates task currently underway.*

MEA Group,
Inc.



Forecasts of Demand

- **Principal components:**
 - **Based Aircraft**
 - **Operations (local, itinerant, total)**
 - **Design Aircraft**
- **Typical methodologies**
 - **Trend Analysis**
 - **Regression Analysis**
 - **Share-of-the-Market**
 - **Growth Rate Analysis**

MEA Group,
Inc.





Forecasting Process

- Gather and analyze data
- Identify applicable techniques
- Prepare alternative projections
- Compare to other projections
- Select preferred projection
(This becomes the forecast.)

MEA Group,
Inc. 



Analysis of Alternatives

- Includes airside, landside, land use
- Focuses upon feasible alternatives within context of local goals and objectives
- Tasks include identification, evaluation, and selection of preferred alternative(s)

MEA Group,
Inc. 



Airport Plans

- Provides the drawing set
- Primary drawing is the Airport Layout Plan
- Support drawings include airspace and approach plans, terminal area plan, land use plans, and property map
- Prepared in conformity with FAA and FDOT requirements

MEA Group,
Inc.



Environmental Analysis

- Desktop review examines various categories of impacts
- Includes noise contour preparation using FAA's Integrated Noise Model (INM)
- Provides guidance concerning projects that could require additional in-depth analysis

MEA Group,
Inc.





Financial Planning

- **Development phasing**
- **Cost estimates**
- **Financial plan**
- **Financial plan must be coordinated with on-going City/FAA discussions**

MEA Group,
Inc.



Coordination and Public Participation

- **Meetings with Advisory Board**
- **Public information meetings in conjunction with Advisory Board meetings**
- **Presentation to City Commission**

MEA Group,
Inc.





Preliminary Project Schedule

Phase	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.
Airport Requirements								
Analysis of Alternatives								
Airport Layout Plans								
Environmental Analysis								
Financial Planning								
Reports								
Coordination/Public Participation								

MEA Group,
Inc.





OSM

CITY OF

POMPANO BEACH

FLORIDA

CITY HALL OFFICES:

100 W. Atlantic Boulevard
Pompano Beach, Florida
PHONE: (954) 786-4662

Visit Our Website At:
<http://www.mypompanobeach.org>

MAILING ADDRESS:

City of Pompano Beach
P.O. Box 1300
Pompano Beach, FL 33061

AIR PARK ADVISORY BOARD
Commission Chambers Conference Room

October 29, 2007
5:30 P.M.

SPECIAL MEETING AGENDA

A. Call to order by the Chairman of the Board, Dr. Phil DeSantis.

B. **ROLL CALL:**

- Phil DeSantis
- Alfred Ritter
- Hazel Armbrister
- Stephen Holmes
- Russell Reichmann
- Patricia Flynn

C. **APPROVAL OF THE MINUTES:**

- Meeting of September 4, 2007
- Meeting of October 2, 2007

D. **NEW BUSINESS**

- 1. Discussion of POMPANO BEACH MASTER PLAN UPDATE INTERIM REPORT NO. 1 - AIRPORT REQUIREMENTS "draft document".

E. **OLD BUSINESS**

F. **OTHER BUSINESS**

G. **REPORTS**

- 3) Review of monthly AIR TRAFFIC REPORT.

H. **ADJOURNMENT**

Linda R. Hora
Advisory Board Secretary
10.24.07

NOTE: Any person who decides to appeal any decision of the AIR PARK ADVISORY BOARD with respect to any matter considered at this meeting will need a record of the proceedings and for such purpose may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

RECEIVED
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CITY OF POMPANO BEACH
BROWARD COUNTY
FLORIDA

AIR PARK ADVISORY BOARD
Commission Chambers Conference Room

October 29, 2007
5:30 P.M.

MINUTES

The meeting was called to order by the Chairman of the Board, Dr. Phil DeSantis,
at 5:40 P.M.

Those members present were:

Phil DeSantis
Russell Reichmann
Patricia Flynn
Steve Holmes

Also present were:

Steve Rocco
Lisa Waters
Gerry Bandy
Mike Carey
Rob McCaughan

* * * * *

APPROVAL OF THE MINUTES

MOTION was made by Steve Holmes and seconded by Patricia Flynn that the minutes of the meetings of September 4, 2006 and October 2, 2007, be tabled to the next meeting as we do not have enough members present tonight, who were also present at these past two meetings, to pass a motion to officially approve these documents.

All voted in favor of the above motion.

* * * * *

MASTER PLAN UPDATE - INTERIM REPORT NO. 1 - AIRPORT REQUIREMENTS

The Board reviewed the above referenced document prepared by Harrison Professional Services, Inc. in association with Kimley-Horn and Associates, Inc. dated October of 2007.

AIR PARK BOARD MINUTESOctober 29, 2007Page 2

Mr. Rocco noted the MEW Group has been acquired by Hanson Professional Services, Inc. which currently has offices in Palm Beach and Fort Lauderdale. He explained plans to hold a Workshop Meeting at the City Commission level, possibly on the first Tuesday in December.

Mr. Rocco advised the City is in the process of undertaking a 20 year Master Plan. A public workshop meeting was held with the Air Park Advisory Board in May at the Emma Lou Olson Civic Center. The first four chapters of this document are complete and this is what we will be discussing tonight.

Mr. Bandy reviewed a Powerpoint presentation with the Board highlighting the elements of the subject document. He reviewed the PRIMARY WORK TASKS TO DATE as follows:

- Inventory (completed in draft form)
- Forecasts of Demand (completed in draft form)
- Capacity Analysis (completed in draft form)
- Facility Requirements (completed in draft form)
- Analysis of Alternatives (task in progress)
- Environmental Review (task in progress)
- Reports (task in progress)

Chapters 2 and 3 of the draft Master Plan report provide information concerning forecasts of demand and determinations of facility requirements that will be considered in the alternatives analysis. Notable among these are the DESIGN AIRCRAFT and AIRPORT REFERENCE CODE. The former is the aircraft or group of similar aircraft that are the most demanding equipment types performing or forecast to perform 500 operations (take-offs and landings) per year. From the review of airport activity and the forecasts of demand, it was determined the applicable Airport Reference Code is B-II. The design Aircraft weight class is "large", i.e. >12,500 pounds maximum take-off weight. Typical of such aircraft are the Beechcraft KingAir 200, 300 and 350, which are turboprop types and the Cessna Citation II a jet powered airplane.

The principal components of the FORECASTS OF DEMAND were noted as follows:

- Based Aircraft
- Operations (local, itinerant, total)
- Design Aircraft
- Aircraft Mix

Mr. Bandy explained the FORECASTS OF DEMAND generate the numbers used to determine facility requirements, capacity analysis, design aircraft and aircraft mix. At PMP based aircraft reached its peak activity in 1990 and then dropped.

Mr. Bandy reviewed the ALTERNATIVE PROJECTIONS OF BAC (Based Aircraft). The number of based aircraft at an airport is an important indicator in determining future activity levels and the need for expanded or improved airport facilities. Forecasts of based aircraft are used directly to estimate the need for certain types of facilities such as hangars and aircraft

AIR PARK BOARD MINUTESOctober 29, 2007Page 3

aprons. Projections of based aircraft may also serve as the basis for projecting other components of demand such as aircraft operations.

Mr. Bandy noted at Fort Lauderdale/Hollywood International Airport there are 90 based aircraft, 47 of which are large jets. Fort Lauderdale Executive Airport has 700 based aircraft while North Perry Airport has over 300 based aircraft. The inventory for this study produced initial reliance on the FAA's Form 5010 Airport Master Record information for based aircraft data. These records define PMP's based aircraft as follows:

Single Engine	125
Multi-Engine	12
Jet	4
Rotor	17

Total	158

While based aircraft levels have declined since the 1990's, according to historical data reported in the FAA's Terminal Area Forecast, levels have remained relatively constant over the past five years. The recommended based aircraft forecast, based on the Increased Market Share projections, were noted by horizon year as follows:

2012	183 based aircraft
2017	204 based aircraft
2022	229 based aircraft
2027	257 based aircraft

Graphic presentations included the COMPARISON OF BASED AIRCRAFT FORECASTS, RECOMMENDED FORECAST OF BAC and HISTORICAL AIRCRAFT OPERATIONS.

Mr. Bandy noted according to the FAA, single engine aircraft is experiencing the slowest growth rate. In the mid 1990's there was a precipitous decline in aircraft operations, followed by an increase and another decline. Projections provide for between 102,000 and 103,000 annual operations. The Air Park has an air traffic control tower that operates from 8:00 A.M. to 8:00 P.M. During those hours, tower personnel note the number of take-offs and landings (operations) performed at the airport. Review of data shows wide fluctuations in the number of operations reported. The most recent data (2006 and partial for 2007) indicate a bottoming of the number of operations in 2006 and a recovery underway in 2007. Observations and experience at the airport indicate that significant activity occurs outside the control tower hours resulting in under-reporting of operations if the tower counts are used as the sole source of aircraft operations data. Projections provide for an estimated 130,849 operations in 2007 and this figure will be used as the base number for the forecasts of operations.

Mr. Bandy explained a local aircraft operation is a take-off or a landing performed by an aircraft that will operate within the local traffic pattern, within sight of the airfield, (including training operations) or one that simulates a take-off or a landing. Itinerant operations are all other arrivals and departures and are generally shown as growing faster than the local aircraft operations. The recommended forecast of total operations (both local and itinerant) was noted as follows:

AIR PARK BOARD MINUTES

October 29, 2007

Page 4

2012	140,910 operations
2017	150,960 operations
2022	166,025 operations
2027	179,900 operations

Mr. Bandy discussed FAR Part 77 which defines allowable heights of objects and required clearances of facilities, such as roads and railroads, for the purposes of identifying potential obstructions or clearance problems. The change from a 20:1 approach surface to a 34:1 approach surface creates a FAR Part 77 clearance problem relative to N.E. 10th Street. This street is approximately 430 feet from the start of the approach surface for that runway. Applying FAR Part 77 clearance requirements would indicate the road should be 510 feet from the start of this surface. A similar problem, though less serious, may exist for Runway 6, relative to N.E. 5th Avenue and must also be evaluated.

Mr. Bandy discussed DESIGN AIRCRAFT defined as the most demanding aircraft or group of aircraft that perform 500 annual operations. Design Aircraft considers the following characteristics:

- Weight
- Wingspan
- Approach Speed

Design Aircraft holds significance for airport design standards including:

- Runway length/width/strength
- Taxiway separation/width/strength

The based aircraft complement at PMP includes Approach Category B (aircraft with speeds of 91 knots or more, but less than 121 knots) Design Group II (aircraft with wingspans of up to but not including 79 feet). Examination of the most recent six years of data indicated an average of more than 800 annual operations by Approach Category B types and 363 annual operations for Design Group II equipment. Operations by Approach Category B aircraft already exceed the FAA's 500 annual operations threshold. FAA standards consider two aircraft classifications; small and large. A small airplane is one which has a maximum certified take-off weight of 12,500 pounds or less. Large airplanes exceed that threshold weight. The recommended design aircraft for this Airport Master Plan is a B-II, large airplane.

Discussion followed regarding the increase in VLP's (very light jets). These jets weigh less than 10,000 pounds and are single pilot aircraft, such as the Eclipse 500 and 2500, and they are very quiet. The VLJ Eclipse 500 noise impact is significantly less than some of the piston aircraft. The Board viewed the graph depicting annual OPERATIONAL FLIGHT MIX PROJECTIONS as follows:

Year	Total	Single Engine	Multi Engine	Jet	Helo
2012	140,910	108,501	12,682	352	19,727
2017	150,960	115,484	15,096	453	20,757
2022	166,025	126,179	17,433	664	22,413
2027	179,900	135,825	21,588	900	23,387

AIR PARK BOARD MINUTES

October 29, 2007

Page 5

Mr. Bandy noted we will see continued growth in helicopter activity. Given the projection of continued growth of helicopters nationally, we are not going to see them go away and we need to plan for them and accommodate them in some acceptable fashion. Helicopter operations are forecast to constitute 12% to 14% of total activity during the planning period. Options considered to achieve greater capacity should include specific consideration of helicopter activity.

Back-up material provided to the Board included RUNWAY WIND COVERAGE requirements and note, FAA guidelines suggest that the runway or system of runways should be aligned in a manner that provides for coverage of 95% of crosswinds consistent with the aircraft types using the airport. The analysis indicates that only Runway 10-28 provides the recommended 95% coverage, however, that runway is the shortest of the three runways at PMP and does not meet the recommended runway length requirement for B-II aircraft.

Mr. Bandy discussed the CAPACITY ANALYSIS and highlighted the following FAA definitions:

Annual Service Volume - A reasonable estimate of an airport's annual capacity. **Analysis indicates Annual Service Volume is 230,000 operations.**

Capacity - A measure of the maximum number of aircraft operations which can be accommodated by the airport or airport component in an hour. **Analysis indicates Capacity is 98 operations.**

CAPACITY ANALYSIS IMPLICATIONS were reviewed as follows:

FAA Guidelines - Plan capacity enhancements when operations reach 60% of capability.

This threshold forecast to occur for Annual Service Volume (ASV) and hourly capacity by 2012.

FAA Guidelines - Implementation of enhancements when 80% of capability is reached.

The 80% for ASV is not forecast to be reached during the planning period, but will be exceeded on an hourly basis.

Mr. Bandy explained the FAA generally considers third runways ineligible for their funding unless they are in a parallel configuration or are required for achieving 95% wind coverage. FAA generally considers a third runway as a "convenience". For this reason, the ANALYSIS OF ALTERNATIVES should consider runway closure as an option at PMP.

Mr. Bandy reviewed the HIGHLIGHTS OF AIRFIELD FACILITY REQUIREMENTS as follows:

- 1) The existing primary runway (15-33) length is adequate for DESIGN AIRCRAFT operations.

AIR PARK BOARD MINUTES October 29, 2007 Page 6

- 2) Number/configuration of runways exceeds FAA guidelines for funding participation.
- 3) Pavement strength is recommended at 30,000 pounds single wheel landing gear. Current varies from estimated 20,000 pounds single wheel to 30,000 pounds single wheel.
- 4) Enhancements to taxiway system is recommended.

The back-up material provided to the Board notes the FAA standard for taxiways serving B-II Design Aircraft is 35 feet wide and the taxiways at PMP meet or exceed this standard. Because of the high levels of existing and forecast operations at PMP, full parallel taxiways are recommended for all runways. These should be 35 feet wide and located a minimum of 240 feet centerline to centerline from the runway.

Taxiway "M", the inboard parallel taxiway for Runway 6-24, is 200 feet centerline to centerline from the runway and fails to meet the B-II standard of 240 feet. Taxiway "K" serves Runway 10-28 and is also located 200 feet centerline to centerline from the runway and does not meet the B-II separation standard. The number and location of any additional exit taxiways and reconfiguration or extension of parallel taxiways will be considered in the Analysis of Alternatives and depicted on the Airport Layout Plan.

In highlighting the LANDSIDE FACILITY REQUIREMENTS, the following aspects were noted:

- 1) Expansion of hangar facilities
- 2) Additional/improved aircraft ramp and apron
- 3) Improvements to auto parking
- 4) Airfield perimeter service road
- 5) Potential Air Traffic Control Tower replacement

The back-up provided to the Board notes the majority of PMP's based aircraft are stored in T-hangars. Currently the airport has 118 units with 10 additional units under construction to replace Building 109, which was destroyed by a hurricane in 2006. There are two buildings used as conventional hangars. Just west of the FBO, Anthony Aviation has their aircraft storage and maintenance hangar. On the west side of the airfield, Goodyear maintains a hangar to house their blimp. Two other structures were formerly used as hangars but have been converted to other uses. American Flyers has remodeled a conventional hangar to provide office and training room space for this operation. A fourth building is occupied by Anthony Aviation, but is used for equipment storage, not aircraft storage.

Using the Form 5101 based aircraft number (158) and a total of 128 T-hangars available following reconstruction of Building 109, local practice would seem to be to provide T-hangar storage for approximately 80% of based aircraft. Consultant calculations suggest the need for 64 additional T-hangars during the planning period.

AIR PARK BOARD MINUTESOctober 29, 2007Page 7

Mr. Bandy advised while there are about 170 parking spaces on the airport they are not all in the correct place. He noted the need for a perimeter service road.

Mr. Bandy advised he recommends extending some of the taxiways and cleaning up the configurations. He discussed the PRELIMINARY AIRFIELD ALTERNATIVES noting the consultant has identified the following alternatives for the Board's consideration:

- 1) Alternative 1 - Do Nothing This alternative is typically included to establish baseline conditions, but it is characterized by deficiencies insofar as it fails to address conditions at the airport that are non-standard or substandard.
- 2) Alternative 2 - Upgrade the Airport to Standards This alternative would feature selective improvements to respond to specific deficiencies such as the FAR Part 77 clearance problem (relative to N.E. 10th Street) referenced above.
- 3) Alternative 3 - Improve Primary Runway 15-33 This alternative would examine the merits and negative effects associated with additional runway length for Runway End 15.
- 4) Alternative 4 - Enhance Airfield Capacity The Capacity Analysis in Chapter 3 of the Air Park Master Plan Interim Report Number 1 indicated that planning for additional airfield capacity should be considered. This alternative would respond to that prospect by examining ways to increase airfield capacity. Examples might include additional taxiway exits, high speed taxiway exits or other improvements.

Mr. Bandy noted Alternative 1 could pose problems in meeting FAA standards. All alternatives, with the exception of Alternative 1, would also feature consideration of helipads and other potential improvements such as taxiway extensions. He discussed the possible closure of Runway 6-24 and Runway 10-28 and maintained we should look at the implications of these closures. There are some taxiway/runway separation distances which need to be addressed as some are sub-standard.

Mr. DeSantis advised he has never used the north/south taxiway on the west side of the airfield in all the years he has been at this airport.

Mr. Rocco noted at one time this taxiway was actually a runway. The dual parallel taxiways on the south end of the airfield are a throw back to the time when this was a military airport.

Ms. Flynn added Runway 10-28 was closed in the 1980's because residents were being inundated with training operations. This runway was re-opened in 1992.

The report to the Board also notes the Analysis of Alternatives will consider landside development options such as location of areas for hangar and apron development and potential relocation of the air traffic control tower. The landside alternatives will be coordinated with the airside alternatives with particular reference to areas on the airport that could become available for landside improvements as a result of the recent Memorandum of Agreement between the City and the FAA, as well as other factors.

AIR PARK BOARD MINUTESOctober 29, 2007Page 8

Mr. Bandy advised it is the consultants responsibility to present options and implications for consideration by the City.

Mr. Reichmann commented as Executive Airport and other area airports increase in traffic, more traffic will come to PMP. It is his understanding American Flyers came to PMP because of a problem with the heavy volume of traffic at Executive Airport and its negative impact on their training operations.

Mr. Bandy explained this is a systems planning issue and will be considered by the consultant. He maintained whatever happens at Executive Airport will probably impact both PMP and North Perry. The City Commission will determine if we retain three runways at the airport. The FAA only has a few items which are not negotiable. Generally operators of small aircraft like a variety of options.

Mr. Bandy noted according to tower "off the cuff" estimates, 35% of the operations occur on Runway 10. He felt the 300,000 operations detailed in the prior Report was an over-statement. Parallel runways allow simultaneous approaches which in turn increases capacity.

In response to the question posed by Ms. Flynn, Mr. Bandy noted through August there were 87,000 operations at PMP. While operations are increasing they are not doing so at past historic levels. The numbers we saw in the first 8 or 9 months of this year indicate activity, training and sales are still on going.

Mr. DeSantis did not feel capacity is a problem here.

Mr. Holmes expressed concern over increasing Runway 10-28 and noted undertaking some of the improvements set forth in the report will result in Category B-II aircraft coming to our facility which may not be desirable.

Mr. Bandy noted Category B-II aircraft are already using the facility. Most of the aircraft at PMP are in the 20,000 pounds or less range.

Ms. Waters explained the FAA standards are safety standards. If we know B-II aircraft already use PMP and will continue to use this airport we must ascertain to what level we want to insure safety measures are met.

Mr. DeSantis estimated the B-II aircraft represent only about 5% of what is landing at our facility now. Additionally these larger planes cost about \$1 million versus the regular plane cost of about \$150,000.

Mr. Reichmann pointed out currently there is no place to house these larger aircraft as T-hangars are not large enough to accommodate them. He also noted expansion of Fort Lauderdale/Hollywood Airport will push some of the smaller operators and pilots to PMP.

Mr. Holmes questioned if the proposed airfield improvements will attract Category B-II aircraft or will they enhance safety levels as these larger planes are already here.

Ms. Flynn expressed concern we will have another influx of training aircraft coming to PMP.

AIR PARK BOARD MINUTES October 29, 2007 Page 9

Discussion followed as to the possibility of locating a training facility to the west of the City.

Ms. Waters pointed out an airport training center would require an airport sponsor.

Mr. Reichmann noted there is a problem with locating a training facility out west as this encompasses the Loxahatchee Wildlife Area and a requirement that aircraft must be 2,000 feet or higher in the air. He suggested consideration be given to locating a helipad to the west, in lieu of a runway and/or training facility.

Mr. Holmes questioned if every airport in the region is experiencing the same increase in airport operations as PMP.

Mr. Bandy responded "NO" and advised he does not see this same growth rate on the West Coast.

Mr. Holmes advised he personally likes the improvements which will result in providing additional leaseable land, but he would fight enhancements which will result in additional helicopter traffic at PMP.

Mr. Reichmann maintained there is nothing we can do to stop helicopters from coming to our facility.

Discussion followed regarding how the shifting of runway pavement will impact noise issues. Consideration was also given to slope requirements and the runway visibility zone.

It was noted efforts are underway to schedule a workshop meeting before the City Commission on the Master Plan the beginning of December. Board members will be advised of the time and date once it is established.

* * * * *

NEW BUSINESS

Ms. Flynn noted it was previously requested Board members be provided with tee shirts with the Air Park logo.

* * * * *

AIR TRAFFIC REPORT

Mr. Rocco noted October figures are not yet available. At the December meeting he will present the October figures.

* * * * *

There being no further business to come before the Board, **MOTION** was made by Steve Holmes and seconded by Russell Reichmann that the meeting be adjourned. All voted in favor of the above motion.

Meeting adjourned at 7:20 P.M.

AIR PARK BOARD MINUTES October 29, 2007 Page 10

* * * * *

The next meeting of the Air Park Advisory Board is scheduled for Tuesday, December 4, 2007, at 5:30 P.M.

* * * * *

Linda R. Hora
Advisory Board Secretary
10.31.07



Pompano Beach Air Park Master Plan Update

Air Park Advisory Board Briefing

October 29, 2007



Primary Work Tasks to Date

- **Inventory ***
- **Forecasts of Demand ***
- **Capacity Analysis ***
- **Facility Requirements ***
- **Analysis of Alternatives ****
- **Environmental Review ****
- **Reports ****

** - Indicates task completed in draft form.*

*** - Indicates task in progress.*





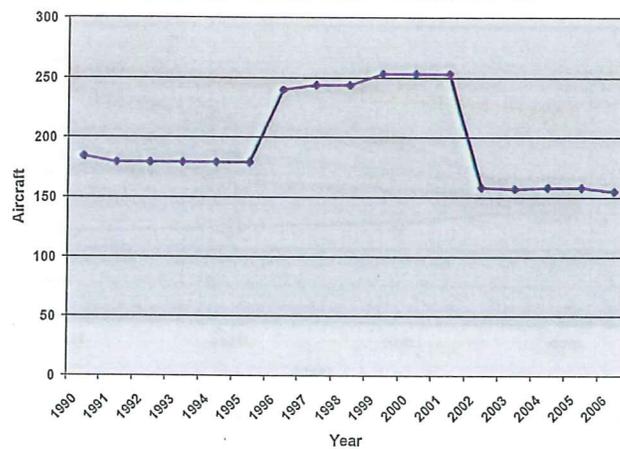
Forecasts of Demand

Principal components:

- Based Aircraft
- Operations (local, itinerant, total)
- Design Aircraft
- Aircraft Mix



PMP Based Aircraft





Alternative Projections of BAC

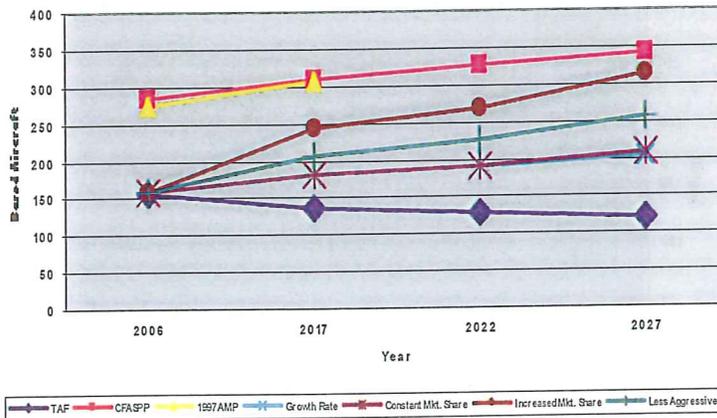
Year	TAF	CFASPP	1997 Airport Master Plan	National Growth Rate	Constant Market Share	Increased Market Share	Increased Market Share (Less Aggressive)
2012	142	301		168	171	195	183
2015			307				
2017	133	316		181	180	230	204
2022	126	333		192	191	269	229
2027				203	202	314	257

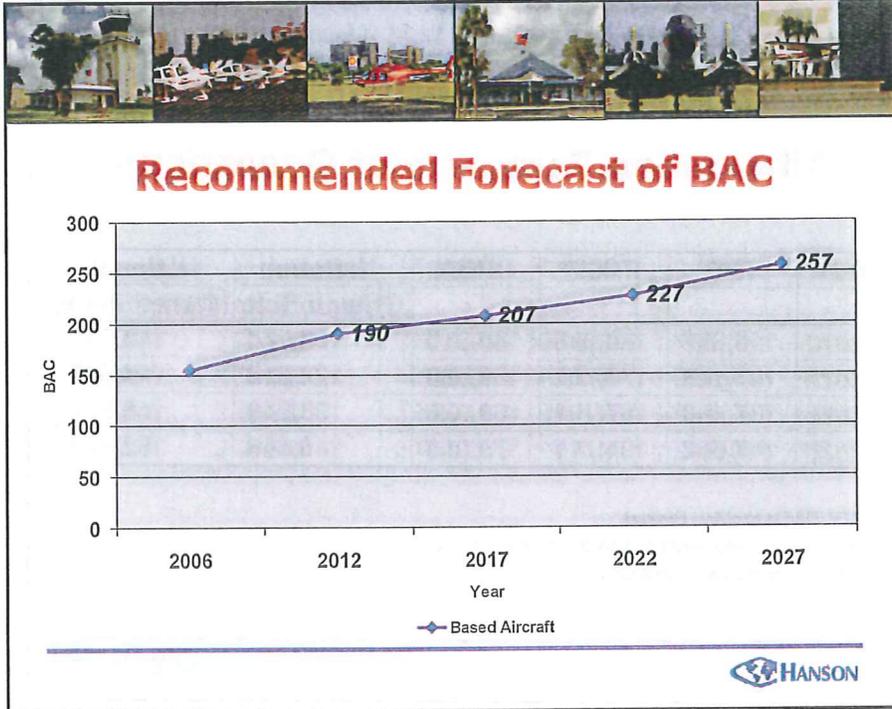
TAF – FAA Terminal Area Forecast

CFASPP – Continuing Florida Aviation Systems Planning Process



Comparison of Based Aircraft Forecasts







Alternative Forecasts of Operations

Year	TAF	FASP	OPBA	National Growth Rate	National Market Share
2012	116,667	168,995	140,910	113,174	140,101
2017	127,129	177,791	150,960	122,518	144,095
2022	137,448	187,191	166,025	133,949	146,592
2027	147,662	194,711	179,900	146,446	162,822

TAF – FAA Terminal Area Forecast

CFASPP – Continuing Florida Aviation Systems Planning Process

OPBA – Operations per Based Aircraft



Recommended Forecast of Operations

Year	Annual Operations		
	Total	Itinerant	Local
2012	140,910	52,137	88,773
2017	150,960	57,365	93,595
2022	166,025	64,750	101,275
2027	179,900	71,960	107,940





Design Aircraft

- Most demanding aircraft or group of aircraft that perform 500 annual operations
- Considers the following characteristics:
 - Weight
 - Wingspan
 - Approach Speed
- Has significance for airport design standards:
 - Runway length/width/strength
 - Taxiway separation/width/strength



Design Aircraft Analysis

- Considered aircraft historically using airport
 - Primarily propeller-driven types
 - Predominantly small aircraft but significant use by "large" aircraft types (>12,500 lbs.)
 - Little use by types > 30,000 lbs. MTOW
- Considered trends in aircraft industry
 - Continued growth in turboprop equipment
 - Very Light Jets (VLJs)





Design Aircraft Determination

- Large aircraft – MTOW >12,500 lbs.
- Design Group II (wingspan = 49' up to but < 79')
- Approach Category B (91 knots or more but <121 knots)
- Typical types:
 - KingAir 200
 - Cessna Citation II and III
 - Cessna 441 Conquest



Operational Fleet Mix Projections

Year	Annual Operations				
	Total	Single-Engine	Multi-Engine	Jet	Helo
2012	140,910	108,501	12,682	352	19,727
2017	150,960	115,484	15,096	453	20,757
2022	166,025	126,179	17,433	664	22,413
2027	179,900	135,825	21,588	900	23,387





Capacity Analysis

- **Annual Service Volume** – defined by FAA as “... a reasonable estimate of an airport’s annual capacity.” Analysis indicates ASV is 230,000 operations
- **Capacity** – defined by FAA as “... a measure of the maximum number of aircraft operations which can be accommodated by the airport or airport component in an hour.” Analysis indicates that Capacity is 98 operations.



Capacity Analysis Implications

- **FAA guidelines** – plan capacity enhancements when operations reach 60 % of capability.
- **This threshold forecast to occur for ASV and hourly capacity by 2012.**
- **FAA guidelines** – implementation of enhancements when 80% of capability is reached.
- **The 80% threshold for ASV is not forecast to be reached during the planning period but will be exceeded on an hourly basis.**





Highlights of Airfield Facility Requirements

1. Existing primary runway length is adequate for Design Aircraft operations.
2. Number/configuration of runways exceeds FAA guidelines for funding participation.
3. Pavement strength is recommended as 30,000 pounds single-wheel (sw.) landing gear. Current varies from estimated 20,000 pounds sw. to 30,000 pounds sw.
4. Enhancements to taxiway system recommended.



"Nonstandard" Airfield Conditions

1. Runway line-of-sight (Runway 15 to Runway 24)
2. Taxiway separations for Taxiways M and K.
3. Runway 33 FAR Part 77 Approach Surface relative to NE 10th Street
4. Aircraft parking within Taxiway Object Free Area (TOFA) for Taxiway L





Highlights of Landside Facility Requirements

1. Expansion of hangar facilities
2. Additional/improved aircraft ramp and apron
3. Improvements to auto parking
4. Airfield perimeter service road
5. Potential Air Traffic Control Tower replacement



Preliminary Airfield Alternatives

1. No-build
2. Upgrade to standards
3. Noise-Safety Alternative
4. Runway 6-24 closure
5. Runway 10-28 closure





Preliminary Landside Alternatives

- 1. No-build**
- 2. Infill and Upgrade to standards**
- 3. Expand landside area (RWY 6-24 closure)**
- 4. Expand landside area (RWY 10-28 closure)**



Next Steps

- 1. Finalize Alternatives**
- 2. Evaluate Alternatives**
- 3. Present Results of Evaluation**





Pompano Beach Air Park Master Plan Update

**Pompano Beach City Commission
Workshop**

February 4, 2008



Topics of Discussion

- **Purpose of a Master Plan**
- **Primary Tasks to Date**
- **Forecasts of Demand**
- **Design Aircraft**
- **Capacity Analysis**
- **Analysis of Alternatives**
- **Consultant's Next Steps**





Master Plan Purposes

- **Defines Airport goals and objectives**
- **Identifies concerns and opportunities**
- **Considers future development needs**
- **Provides a management tool**
- **Required for federal and state funding eligibility**



Master Plan Elements

- **Airport Requirements**
- **Analysis of Alternatives**
- **Environmental Analysis**
- **Airport Plans**
- **Financial Plans**
- **Project Coordination & Public Information**





Primary Work Tasks to Date

- **Inventory ***
- **Forecasts of Demand ***
- **Capacity Analysis ***
- **Facility Requirements ***
- **Analysis of Alternatives ****
- **Environmental Review ****
- **Reports and Plans****

** - Indicates task completed in draft form.*

*** - Indicates task in progress.*



Forecasting Process

- **Gather and analyze data**
- **Identify applicable techniques**
- **Prepare alternative projections**
- **Compare to other projections**
- **Select preferred projection (This becomes the forecast.)**





Forecasts of Demand

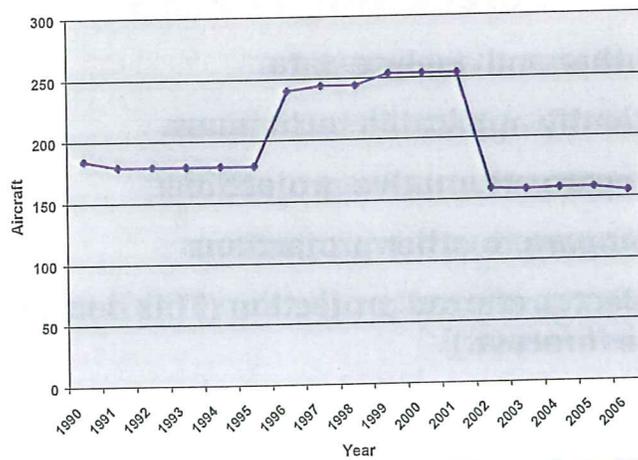
Principal components:

- **Based Aircraft**
- **Operations (local, itinerant, total)**
- **Design Aircraft**
- **Aircraft Mix**

Note: A local operation is a takeoff or a landing performed by an aircraft that will operate within the local traffic pattern. Itinerant operations are all other arrivals and departures.



Pompano Beach Air Park Based Aircraft





Alternative Projections of Based Aircraft

Year	TAF	CFASPP	1997 Airport Master Plan	National Growth Rate	Constant Market Share	Increased Market Share	Increased Market Share (Less Aggressive)
2006	155	284	273	155	155	155	155
2012	142	301		168	171	195	183
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2017	133	316		181	180	230	204
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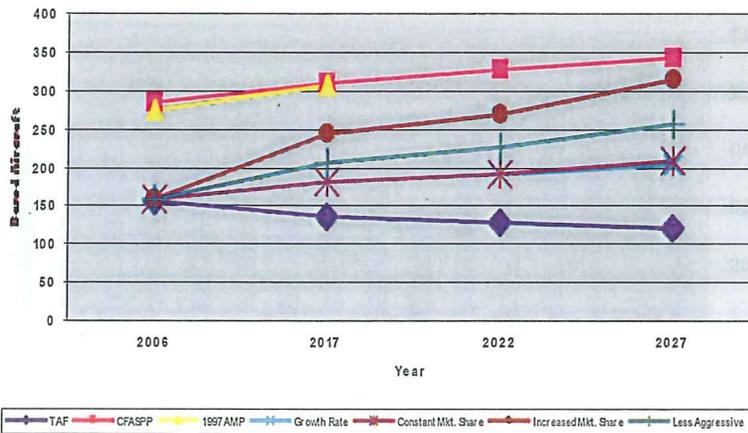
Note: Airport records indicated 158 based aircraft in 2006.

TAF - FAA Terminal Area Forecast

CFASPP - Continuing Florida Aviation Systems Planning Process

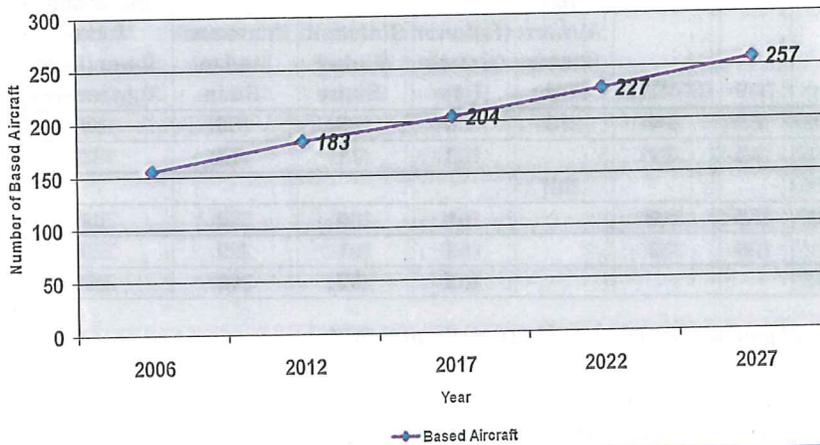


Comparison of Based Aircraft Forecasts

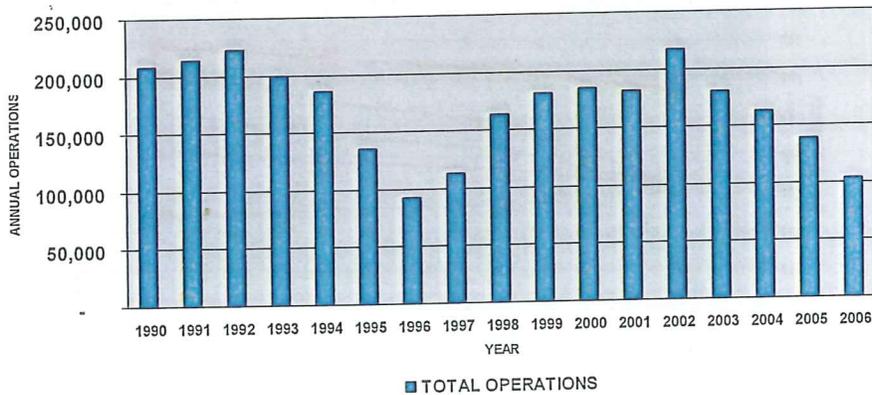




Recommended Forecast of Based Aircraft



Historical Aircraft Operations





Alternative Forecasts of Operations

Year	TAF	FASP	OPBA	National	National
				Growth Rate	Market Share
2012	116,667	168,995	140,910	113,174	140,101
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2022	137,448	187,191	166,025	133,949	146,592
2027	147,662	194,711	179,900	146,446	162,822

Note: Airport records noted 101,686 total annual aircraft operations in 2006.

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CFASPP – Continuing Florida Aviation Systems Planning Process

OPBA – Operations per Based Aircraft



Recommended Forecast of Operations

Year	Annual Operations		
	Total	Itinerant	Local
2006	101,686	37,984	63,702
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2022	166,025	64,750	101,275
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Design Aircraft

- **FAA definition: Most demanding aircraft or group of aircraft that performs 500 annual operations**
- **Considers the following characteristics:**
 - **Weight (Small or Large)**
 - **Wingspan (Design Group)**
 - **Approach Speed (Approach Category)**
- **Has significance for airport design standards:**
 - **Runway length/width/strength**
 - **Taxiway separation/width/strength**



Design Aircraft Analysis

- **Considered aircraft currently using airport**
 - **Primarily propeller-driven types**
- **Current fleet predominantly small aircraft but significant use by "large" aircraft types (greater than 12,500 lbs. Max Takeoff Weight)**
- **Little use by types greater than 30,000 lbs. MTOW**
- **Considered trends in aircraft industry**
 - **Industry expects continued growth in turboprop aircraft types**
 - **Very Light Jets (VLJs)**





Design Aircraft Determination

- Large aircraft – MTOW greater than 12,500 lbs.
- Design Group II (wingspan = 49' up to but less than 79')
- Approach Category B (91 knots or more but <121 knots)
- Typical types:
 - KingAir 200
 - Cessna Citation II and III
 - Cessna 441 Conquest



Pompano Beach Air Park currently has B-II aircraft users.



Operational Fleet Mix Projections

Year	Annual Operations				
	Total	Single-Engine	Multi-Engine	Jet	Helo
2012	140,910	108,501	12,682	352	19,727
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Forecast Summary

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Note: Forecasts of demand were approved by the Airpark Advisory Board at their special meeting of October 29, 2007., The FAA issued a letter on November 15, 2007 concurring with the underlying assumptions and approving the use of the recommended forecast for the development of the Airport Master Plan and Airport Layout Plan.



Forecast Summary

Year	Based Aircraft					
	Total	SE	ME	Jet	Helo	Blimp
2006	159	125	12	4	17	1
2012	184	144	14	5	20	1
2017	205	159	17	6	22	1
2022	230	177	21	7	25	1
2027	258	197	24	8	28	1

Note: Forecasts of demand were approved by the Airpark Advisory Board at their special meeting of October 29, 2007., The FAA issued a letter on November 15, 2007 concurring with the underlying assumptions and approving the use of the recommended forecast for the development of the Airport Master Plan and Airport Layout Plan.





Capacity Analysis

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Capacity Analysis Implications

- FAA guidelines – *plan* capacity enhancements when operations reach 60% of capability.
- Operations are projected to reach or exceed these thresholds for ASV and hourly capacity by 2012.
- FAA guidelines – *implement* capacity enhancements when 80% of capability is reached.
- The 80% threshold for ASV is not forecast to be reached during the planning period but will be exceeded on an hourly basis.





Highlights of Airfield Facility Requirements

1. Existing primary runway length is adequate for Design Aircraft operations.
2. Number and configuration of runways exceeds FAA guidelines for funding participation.
3. Pavement strength is recommended as 30,000 lbs single-wheel (sw.) landing gear. Current strength varies from estimated 20,000 pounds sw. to 30,000 pounds sw.
4. Enhancements to taxiway system recommended.



"Nonstandard" Airfield Conditions

1. Runway line-of-sight (Runway 15 to Runway 24)
2. Taxiway separations for Taxiways M and K.
3. Runway 33 FAR Part 77 Approach Surface relative to NE 10th Street
4. Aircraft parking within Taxiway Object Free Area (TOFA) for Taxiway L

Analysis of alternatives will address correction of "Nonstandard" conditions.





Highlights of Landside Facility Requirements

- 1. Expansion of hangar facilities**
- 2. Additional/improved aircraft ramp and apron**
- 3. Improvements to auto parking**
- 4. Airfield perimeter service road**
- 5. Air Traffic Control Tower replacement**
- 6. Replace Air Park administration building**



Analysis of Alternatives

- Includes airside, landside, land use**
- Focuses upon feasible alternatives within context of local goals and objectives**
- Tasks include identification, evaluation, and selection of preferred alternative(s)**
- Evaluation of projects identified in FAA Memorandum of Agreement (Sept. 17, 2007)**





Preliminary Airfield Alternatives

- 1. Maintain existing conditions**
- 2. Upgrade to FAA design standards**
- 3. Noise-Safety alternative**
- 4. Runway 6-24 closure**
- 5. Runway 10-28 closure**



Preliminary Landside Alternatives

- 1. Maintain existing conditions**
- 2. Build out existing available aviation parcels and upgrade to FAA design standards**
- 3. Expand landside area (RWY 6-24 closure)**
- 4. Expand landside area (RWY 10-28 closure)**





Community Input

- **Air Park Advisory Board**
 - **March 6, 2007**, Project Kick-off
 - **May 1, 2007**, Progress Briefing
 - **June 5, 2007**, Progress Briefing
 - **October 29, 2007**, Forecasts, Capacity Analysis, Facility Requirements, and Preliminary Alternatives
- **June 5, 2007 Community Workshop**



Air Park Advisory Board and Community Input

- **Safety first**
- **Concur with recommended based aircraft and operations forecasts**
- **Design aircraft should reflect the appropriate standard and role of Pompano Beach Air Park (aircraft types currently using the airport)**
- **Expressed concern that 1992 "constraints" on Runway 10-28 increased noise impacts on other communities**
- **Consider uses of land that will generate revenue for the airport**
- **Consider a pilot training area west of Pompano Beach Air Park and Fort Lauderdale Exec. Airport to reduce community impacts of flight training**





Consultant's Next Steps

- 1. Review City Commission & Community Input [Feb 2008]**
- 2. Finalize Evaluation of Alternatives [Feb 2008]**
- 3. Review Results of Evaluation with Air Park Advisory Board and Community [Feb/March 2008]**
- 4. Present Final Draft Report to City Commission [April 2008]**



Alternatives Evaluation Criteria

- Ability to meet local aviation needs**
- Airspace**
- Environmental factors, including noise**
- Community compatibility**
- Availability of utilities**
- Land requirements**
- Costs**





*Questions
and
Answers*



OSM

CITY OF

POMPANO BEACH

Hanson Professional Services, Inc.

RE

MAR 17 2008

File PMP
Location FLORIDA WPB

CITY HALL OFFICES:

100 W. Atlantic Boulevard
Pompano Beach, Florida
PHONE: (954) 786-4662

Visit Our Website At:
<http://www.mypompanobeach.org>

MAILING ADDRESS:

City of Pompano Beach
P.O. Box 1300
Pompano Beach, FL 33061

AIR PARK ADVISORY BOARD
Emma Lou Olson Civic Center

March 18, 2008
5:30 P.M.

AGENDA

A. Call to order by the Chairman of the Board, Dr. Phil DeSantis.

B. **ROLL CALL:**

Phil DeSantis
Alfred Ritter
Hazel Armbrister
Stephen Holmes
Russell Reichmann
Patricia Flynn

C. **APPROVAL OF THE MINUTES:**

Meeting of February 5, 2007

D. **NEW BUSINESS**

1. Report from HANSON, INC. on the progress of the proposed Master Plan Update.

E. **OLD BUSINESS**

F. **OTHER BUSINESS**

G. **REPORTS**

2) Review of monthly AIR TRAFFIC REPORT.

H. **ADJOURNMENT**

Linda R. Hora
Advisory Board Secretary
3.11.08

NOTE: Any person who decides to appeal any decision of the AIR PARK ADVISORY BOARD with respect to any matter considered at this meeting will need a record of the proceedings and for such purpose may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Hanson Professional Services, Inc.

RECEIVED

MAR 24 2008

File PMP

Location _____

CITY OF POMPANO BEACH
BROWARD COUNTY
FLORIDA

AIR PARK ADVISORY BOARD
Emma Lou Olson Center

March 18, 2008
5:30 P.M.

MINUTES

The meeting was called to order by the Chairman of the Board; Dr. Phil DeSantis, at 5:30 P.M.

Those members present were:

Phil DeSantis
Alfred Ritter
Stephen Holmes
Patricia Flynn
Russell Reichmann

Also present were:

Steve Rocco
Rob McCaughan
Lisa Waters
Gerry Bandy

NOTE: Ms. Armbrister called this morning to advise she would be arriving late, however, she did not attend this meeting.

Approximately 20 individuals were also present in the audience, but they were not made known to the Secretary.

* * * * *

APPROVAL OF THE MINUTES

MOTION was made by Alfred Ritter and seconded by Patricia Flynn that the minutes of the meeting of February 5, 2008, be approved as submitted. All voted in favor of the above motion.

* * * * *

REPORT ON PROGRESS OF THE MASTER PLAN UPDATE

Ms. Waters reviewed the TOPICS OF DISCUSSION today as follows:

Community Involvement
Primary Tasks to Date
Analysis of Alternatives
Environmental Review
Consultant's Next Steps

Ms. Waters noted community involvement is very important. The Air Park Board had its kick-off meeting on the Master Plan Update on March 6, 2001, and was briefed on the progress of the Plan on May 1, 2007, June 5, 2007 and October 29, 2007. A Community Workshop Meeting was held on June 5, 2007, and a presentation was made at a City Commission Workshop on February 4, 2008. The purpose of today's meeting is to discuss alternatives, environmental effects of the alternates and to seek input as to what is important to the Board and community.

The **MASTER PLAN ELEMENTS** include the following:

Airport Requirements (Completed)
Analysis of Alternatives (Completed)
Environmental Review (Completed)
Airport Plans (In Progress)
 These plans include financial plans, and proposed
 recommendations
Financial Plans (In Progress)
 Includes an analysis of the airport budget
Reports and Plans (In Progress)
 Awaiting community input on the alternatives

Ms. Waters introduced the other members of her team and highlighted their professional background.

Mr. Gerry Bandy reviewed the **ANALYSIS OF ALTERNATIVES** which include:

Airside, Landside and Land Use
Focuses on feasible alternatives within the context of the local goals and objectives
Tasks include identification, evaluation, and selection of preferred alternative(s).

Mr. Bandy explained an extensive Environmental Review was undertaken by a Broward County firm. This Review was not an Environmental Assessment or Impact Plan. He explained **AIRFIELD ALTERNATIVES** as follows:

1. Maintain Existing Conditions (baseline condition not acceptable to FAA)
2. Upgrade to FAA Standards
3. Noise-Safety Alternative
4. Runway 6-24 Closure
- 4A. Runway 6-24 Closure Alternate
5. Runway 10-28 Closure

The **FORECAST SUMMARY** highlighted total airport operations (both local and itinerant) as follows:

<u>Year</u>	<u>Total Operations</u>
2006	101,686
2012	140,910
2017	150,960
2022	166,025
2027	179,900

The Board reviewed the graphic titled **CAPACITY ANALYSIS IMPLICATIONS** providing for the following:

- FAA Guidelines - Plan capacity enhancements when operations reach 60% of capacity.
- Operations are projected to reach or exceed these 60% thresholds for ASV and hourly capacity by 2012.
- FAA Guidelines - Implementation of enhancements when 80% of capability is reached.
- The 80% Threshold for ASV is not forecast to be reached during the planning period but will be exceeded on an hourly basis.

Mr. Bandy noted the traffic at the airport consists of primarily single engine aircraft. He explained the difference between LOCAL and ITINERANT traffic. This facility has primarily local operations as it is a training facility. He explained FAA guidelines provide when you reach the 60% capacity threshold you should begin planning enhancements. It is estimated this facility will reach the 60% threshold by the year 2012, and we should begin planning capacity enhancements at that time. Implementation of the enhancements should take place when 80% capability is reached. The 80% threshold is not anticipated to be met in this planning period, although it could be exceeded on an hourly basis.

Mr. Bandy discussed the impact of a parallel runway and additional or angled high speed taxiways. He also discussed the temporary helipad and plans for a permanent helipad facility.

The Board reviewed the graphic titled **HIGHLIGHTS OF LANDSIDE FACILITY REQUIREMENTS** which includes:

- Expansion of Hangar Facilities
- Additional/Improved Aircraft Ramp and Apron
- Improvements to Auto Parking
- Airfield Perimeter Service Road
- Air Traffic Control Tower Replacement and Potential Relocation
- Replace Air Park Administration Building

NONSTANDARD AIRFIELD CONDITIONS include:

- Runway Line-Of-Sight (Runway 15 to Runway 24)
- Taxiway Separations for Taxiways M and K
- Runway 33 FAR Part 77 Approach Surface Relative to N.E. 10th Street
- Aircraft Parking within Taxiway Object Free Area (TOFA) for Taxiway L

Mr. Bandy explained the Pompano Beach Air Park has three runways and only two are necessary to provide the 95% coverage required by the FAA. Runway 10-28 is the "short" runway which runs in front of the hangars and Administration Building.

Board members reviewed the AIRFIELD ALTERNATIVES as follows:

AIRFIELD ALTERNATIVE 1: MAINTAIN EXISTING CONDITIONS

No Capital Improvements
Does Not Correct Conditions that do not meet FAA Guidelines
Increases Operating Costs due to Maintenance of Excessive Pavement Widths

AIRFIELD ALTERNATIVE 2: UPGRADE TO FAA STANDARDS

Displace Runway 33 Threshold to Achieve Proper Clearance Over Road
Use Declared Distances
Correct Separation Standards for Runways to Taxiways
Reduce Runway Widths
Add Exit Taxiways
Reduce Operating Costs Due to Maintenance of Smaller Runway Widths

AIRFIELD ALTERNATIVE 3: NOISE-SAFETY ALTERNATIVE

Extend Runway 15 by 500 feet (Threshold Location Retained: Displace
Runway 33 Threshold to 340 feet)
Retains/Enhances Runway Capability
Conforms to City/FAA Agreement
Slight Effect on Noise Impacts to Southeast

AIRFIELD ALTERNATIVE 4: RUNWAY 6-24 CLOSURE

Includes Noise-Safety Alternative Provisions
Close Runway 6-24
Extends Runway 10-28 by 500 feet on 10 end (Threshold located 320 feet from
Runway 10 end)
Provides Additional Land for Development
Considers Relocation of Arboretum/Conservation Area/Sand and Spurs
Increases Landside Area
Reduces FAA Non-eligible Pavement

AIRFIELD ALTERNATIVE 4A: RUNWAY 6-24 CLOSURE ALTERNATE

Includes Noise-Safety Alternate Provisions
Closes Runway 6-24
Extends Runway 10-28 by 500 feet on 10 end (Threshold located 320 feet from
Runway 20 end)
Provides Land for Development on Northeast Side
Retains Arboretum and Conservation Area
Increases Landside Area
Reduces FAA Non-eligible Pavement

AIRFIELD ALTERNATIVE 5: RUNWAY 10-28 CLOSURE

Includes Noise-Safety Alternative Provisions
Closes Runway 10-28
Considers Relocation of Arboretum and Conservation Area
Increases Landside Area
Reduces FAA Non-eligible Pavement

Mr. Bandy reviewed with the Board the **AIRFIELD EVALUATION CRITERIA** as follows:

Serves Local Aviation Needs (Runway Length, Airfield Capacity)
FAA Design Standards
Airspace (Operational Issues)
Environmental Considerations & Community Capability (Noise)
Constructability
Costs

Discussion followed regarding NOISE CONTOURS which are based on the Integrated Noise Model as mandated by the FAA. The Noise Contours take into consideration operations after 10:00 P.M. or before 7:00 A.M. and are based on 24 hour averages. The 65 DNL level is considered to be generally compatible with almost all land uses. While the DNL level depicted in **AIRSIDE ALTERNATIVE 1: MAINTAIN EXISTING CONDITIONS-NOISE CONTOURS** shows a level of 65 DNL beyond the airport boundary, it abuts a recreation and commercial area.

Ms. Waters added this NOISE CONTOUR is based on a 20 year forecast and not on existing conditions.

Ms. Flynn questioned if the NOISE CONTOURS are based on the noise monitoring results taken from various areas around the airport, even though those results were determined to be "inconclusive".

Mr. Bandy responded "NO" and explained the NOISE CONTOURS are based on the Integrated Noise Model. The Model can be "tweaked" into Single Event Contours based on historical levels. He also explained Multi-Part Contours.

Mr. Holmes questioned if the helicopter models assume same are flying in accordance with the voluntary requirements.

Ms. Waters responded the helicopter model is based on 50% compliance and the remainder on actual flight patterns.

The Board also reviewed the following NOISE CONTOUR aerial graphics:

AIRSIDE ALTERNATIVE 2: UPGRADE TO FAA STANDARDS
AIRSIDE ALTERNATIVE 3: NOISE-SAFETY ALTERNATIVE
AIRSIDE ALTERNATIVE 4/4A: RUNWAY 6-24 CLOSURE
AIRSIDE ALTERNATIVE 5: RUNWAY 10-28 CLOSURE

Based on the Airside Alternatives provided, only Alternative 5 maintains the 65 DNL level totally within the confines of the airport property.

Discussion followed regarding the displaced threshold. It was noted while a displaced threshold would place the departure point 500 feet further back, arrivals would come in at the same point as now.

Mr. Bandy advised NOISE CONTOURS 1 through 3 depict basically the same type contours.

Mr. Reichmann noted a 65 DNL level is way below the noise generated by passing semi-trucks on Federal Highway.

Mr. Bandy added a 65 DNL level is considerably less than that produced by trains, heavy truck traffic and a neighbor using a chain saw.

Mr. Holmes questioned how our DNL levels compare to other airports with major noise complaints.

Mr. Bandy reiterated typically FAA guidelines state 65 DNL is compatible with most uses. There will still be people who object to same, however, particularly if they are outside.

Ms. Waters noted the industry is currently debating if 65 DNL is the proper threshold. As aircraft becomes more quiet the threshold comes down. However, in terms of this Master Plan we must use the current FAA guideline of 65 DNL.

The Board reviewed with Mr. Bandy the **AIRFIELD ALTERNATIVES EVALUATION MATRIX** which notes the best solution appears to lie between Alternative 4 and Alternative 4A, based on the Total Evaluation Score, and both provide for the closure of Runway 6-24.

The **LANDSIDE ALTERNATIVES** graphic was reviewed as follows:

- Maintain Existing Conditions
- Build Out Existing Available Aviation Parcels and Upgrade to FAA Design Standards
- Expand Landside Area (Runway 6-24 Closure)
- Expand Landside Area (Runway 10-28 Closure)

The four LANDSIDE ALTERNATIVE graphics were reviewed and discussed as follows:

LANDSIDE ALTERNATIVE 1: MAINTAIN EXISTING CONDITIONS

- Provides Maintenance But Not Capital Improvements
- Fails to Correct Nonstandard Conditions
- Does Not Respond to Future Demand

LANDSIDE ALTERNATIVE 2: EXPAND EXISTING FACILITIES AND UPGRADE TO STANDARDS

Develops Parcels X and Y as well as Sand and Spurs
Reviews/Reserves Portion of Golf Course for Development
Considers Arboretum and Conservation Area for Aviation Use

**LANDSIDE ALTERNATIVE 3: EXPAND EXISTING FACILITIES WITH
RUNWAY 6-24 CLOSURE**

Develops Parcels X and Y, Sand and Spurs
Add Land on Southwest Adjacent to Parcel X
Reviews/Reserves Portion of Golf Course for Development
Adds Land to Golf Course Area Due to Closure of Runway End 24
Considers Arboretum and Conservation Area for Long-Range Potential Aviation
Revenue Producing Uses
Could Mitigate Arboretum and Conservation on Golf Course Side

**LANDSIDE ALTERNATIVE 4: EXPAND EXISTING FACILITIES WITH
RUNWAY 10-28 CLOSURE**

Develops Parcels X and Y as well as Sand and Spurs
Adds Land on West Adjacent to Parcel X
Adds Land Between Former 10-28 and Other Runways
Reviews/Reserves Portion of Golf Course for Aviation Related Development
Would Not Change Arboretum and Conservation Area for Landside Purposes

Mr. Bandy reviewed the **AREAS OF ENVIRONMENTAL SENSITIVITY** graphic which provides:

FAA letter dated August of 1980, indicates an Environmental Assessment would be required for use of Arboretum other than trimming for Clear Zones.

Conservation Area was Created by Local Ordinance.

Mr. Bandy noted the Areas of Environmental Sensitivity have been identified as possible Gopher Tortoise habitat.

Mr. Reichmann added there are also Burrowing Owls in these areas.

The **LANDSIDE ALTERNATIVES EVALUATION MATRIX** provides Total Scores for each of the Landside Alternatives described above as follows:

ALTERNATIVE 1:	Score 17
ALTERNATIVE 2:	Score 22
ALTERNATIVE 3:	Score 21
ALTERNATIVE 4:	Score 21

The last graphic to be reviewed was titled **NEXT STEPS** and included the following:

Review Advisory Board and Public Comments
Prepare Revisions and Recommendations
Present Findings to City Commission for Consideration and Adoption
Prepare Final Report and Drawings

Ms. Waters advised the presentation made before the Air Park Advisory Board today will also be made at the COMMUNITY WORKSHOP MEETING scheduled to begin at 6:30 P.M. At the COMMUNITY WORKSHOP MEETING the consultants will be available to answer any questions from the public.

* * * * *

OTHER BUSINESS

Ms. Flynn advised today's special meeting was scheduled on the same night as the COMMUNITY REDEVELOPMENT AGENCY meeting. She requested any future alternate meeting dates recognize the CRA meeting and not be scheduled to conflict with same.

* * * * *

AIR TRAFFIC REPORT

Mr. Rocco reviewed Traffic Operations and Noise Reports as follows:

February of 2008	9,980 operations 1 noise report
February of 2007	10,403 operations 12 noise reports

Mr. Rocco noted the helicopter operation known as Silver State Helicopters is no longer in business. This does not mean, however, that someone else will not come in and take over the business in the future.

* * * * *

The next meeting of the Air Park Advisory Board will be held on Tuesday, April 1, 2008, at 5:30 P.M. in the City Commission Chambers Conference Room.

There being no further business to come before the Board, MOTION was made by Russell Reichmann and seconded by Steve Holmes that the meeting be adjourned. All voted in favor of the above motion.

Meeting adjourned at 6:30 P.M.

The COMMUNITY WORKSHOP MEETING began immediately upon adjournment of this Board meeting.

Airpark original

SUN-SENTINEL
PUBLISHED DAILY
FORT LAUDERDALE, BROWARD COUNTY, FLORIDA
BOCA RATON, PALM BEACH COUNTY, FLORIDA
MIAMI, MIAMI-DADE COUNTY, FLORIDA

STATE OF FLORIDA
COUNTY OF BROWARD/PALM BEACH/MIAMI-DADE

BEFORE THE UNDERSIGNED AUTHORITY, PERSONALLY APPEARED JEFFREY HIGGINS, WHO, ON OATH, SAYS THAT HE IS A DULY AUTHORIZED REPRESENTATIVE OF THE CLASSIFIED DEPARTMENT OF THE SUN-SENTINEL, DAILY NEWSPAPER PUBLISHED IN BROWARD/PALM BEACH/MIAMI-DADE COUNTY, FLORIDA, THAT THE ATTACHED COPY OF ADVERTISEMENT, BEING A:

NOTICE OF COMMUNITY WORKSHOP MEETING

IN THE MATTER OF:

MASTER PLAN UPDATE FOR THE POMPANO BEACH AIR PARK

IN THE CIRCUIT COURT, WAS PUBLISHED IN SAID NEWSPAPER IN THE ISSUES OF:

03/14/08

13486664

AFFIANT FURTHER SAYS THAT THE SAID SUN-SENTINEL IS A NEWSPAPER PUBLISHED IN SAID BROWARD/PALM BEACH/MIAMI-DADE COUNTY, FLORIDA, AND THAT THE SAID NEWSPAPER HAS HERETOFORE BEEN CONTINUOUSLY PUBLISHED IN SAID BROWARD/PALM BEACH/MIAMI-DADE COUNTY, FLORIDA, EACH DAY, AND HAS BEEN ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN FORT LAUDERDALE, IN SAID BROWARD COUNTY, FLORIDA, FOR A PERIOD OF ONE YEAR NEXT PRECEDING THE FIRST PUBLICATION OF ATTACHED COPY OF ADVERTISEMENT; AND AFFIANT FURTHER SAYS THAT HE HAS NEITHER PAID, NOR PROMISED, ANY PERSON, FIRM, OR CORPORATION, ANY DISCOUNT, REBATE, COMMISSION, OR REFUND, FOR THE PURPOSE OF SECURING THIS ADVERTISEMENT FOR PUBLICATION IN SAID NEWSPAPER.

NOTICE OF COMMUNITY WORKSHOP MEETING
The City of Pompano Beach will conduct a Community Workshop Meeting on Tuesday, March 18, 2008, at 8:30 P.M. at the Emmet Lou Olson Civic Center, at 1801 N.E. 6th Street.
At this Workshop Meeting there will be a discussion of the Master Plan Update for the Pompano Beach Air Park including a report on the status of the Update; an overview of maintenance and improvement needs for the Air Park; and an environmental review. City Staff and Consultants will be available to answer questions from the community.
For further information call the Airport Manager at (954) 784-4135.
March 14, 2008

Jeffrey Higgins
(SIGNATURE OF JEFFREY HIGGINS, AFFIANT)

SWORN TO AND SUBSCRIBED BEFORE ME
ON 14 MARCH 2008, A.D.

#57066
Ave Rocco

Idella M. Johnson
(SIGNATURE OF NOTARY PUBLIC)



(NAME OF NOTARY, TYPED, PRINTED, OR STAMPED)

PERSONALLY KNOWN (X) OR PRODUCED IDENTIFICATION ()

NOTICE OF COMMUNITY WORKSHOP MEETING

Hanson Professional Services, Inc.
RECEIVED

File YMP MAR 17 2008

Location WPB

THE CITY OF POMPANO BEACH WILL CONDUCT A

COMMUNITY WORKSHOP MEETING

ON TUESDAY, MARCH 18, 2008, AT 6:30 P.M.

AT THE EMMA LOU OLSON CIVIC CENTER

AT 1801 N.E. 6TH STREET.

AT THIS WORKSHOP MEETING

THERE WILL BE A DISCUSSION OF THE MASTER PLAN UPDATE FOR

THE POMPANO BEACH AIR PARK.

THIS DISCUSSION WILL INCLUDE A REPORT ON THE STATUS

OF THE UPDATE, AN OVERVIEW OF MAINTENANCE AND

IMPROVEMENT NEEDS FOR THE AIR PARK AND AN

ENVIRONMENTAL REVIEW.

CITY STAFF AND CONSULTANTS WILL BE AVAILABLE TO

ANSWER QUESTIONS FROM THE COMMUNITY.

Pompano Beach Air Park Master Plan Update Community Workshop
 Tuesday, March 18, 2008 - 6:30 P.M.
 Emma Lou Olsen Civic Center

Print Name	Address	Email	Telephone/Fax	Representing
1. Glenn Spect	2931 NE 22 CT		954 943-1852	
2. Lenay Rubino	180 Express Lane		954-790-0868	
3. Judy Schroeder	301 N. Ocean Blvd.		954-290-5099	
4. Tamara Lora	2670 NE 23 CT		954 937 7934	
5. Karen Ayuda	3095 Estates Dr Pompano Beach		954-969-9572	
6. Kim Boros	759 SE 4 Ave Pompano Beach	kimboros@yahoo	954-612-5949	
7. Karen Ludod	2931 NE 22 CT Pomp.		-	
8. Dodie Keith	301 E Atlantic Blvd Pomp.	dkeith@keith-associates.com	954-788-3400	Keith's Associates
9. JOHN PETRONE	2633 NE 12 TER Pomp Bch		954-784-3835	COMMUNITY IN AREA
10. Jason Vargasko	4509 NE 21st Ave. Pt. Lauderdale FL	glor371@cf1.net.com	321.431.3932	
11. OSCAR GARAY	4329 Camille Dr Pompano Beach	edem@earthlink.net	954.303.0410	
12. Randy + Dianne Taylor	1215 NE 8th Ct Pompano Beach FL 33060	flonda@taylor groupinc.net	954-290-2013	Pompano Beach Homeowners

Pompano Beach Air Park Master Plan Update Community Workshop
 Tuesday, March 18, 2008 - 6:30 P.M.
 Emma Lou Olsen Civic Center

Print Name	Address	Email	Telephone/Fax	Representing
13. Larry Mellgren	4504 Kings Palm Dr Tampa, FL 33615	pilotas@bellsouth.net	954-730-2901	Pompano Senior Squadron
14. Cheri Austin	903 NE 11 AVE Pompano	RADAR4846@Bellsouth.net		Self - Res.
15. Ron Radden	999 N RIVERSIDE 6417 Meander Ln Cocoa Creek	spwright@cs.cnet.com	954-783-6247	Aeromod Model Spas. Inc.
16. Karl Simon	3500 NE 19TH CT FT LAUD 33304	ksimon@cs.cnet.com	954-325-6801	Civil Air Festival
17. KELY FURNESS	3240 Lake Shore Dearwood Beach 1031 N. C. 10th St. Haverhill 01830	KFURNESS@BELL SOUTH .NET	954-701-3303	SECF/SAND & SAURS
18. Dave Watkins	1031 N. C. 10th St. Haverhill 01830	watkinsd@bellsouth.net	954-421-6727	Pompano Beach Flying Club
19. STEPHEN MALIN	Pompano Beach, FL 33060	FLYALPHA@AOL.COM	954-489-1375 FAX 954-489-9681	ALPHA AVIATION
20. Chris Clemens	City Hall		x 4048	Planning/Econ Dev
21. RMDK	512 SE 10TH AV Pompano			U.S.
22. Ian R Doshko	801 NE 10th St Pompano Beach FL 33060	ian.d@cs.tu	954-785-1450	American Flyers
23. Don Muelier	2720 NE 6th St. Pompano Beach FL 33060	dsmuelier@bellsouth.net	954-234-4717	ADPT / Pompano Beach Sq. Flying Club
24. B Scott	3061 NW 6 CT		954-974-2851	

Pompano Beach Air Park Master Plan Update Community Workshop
 Tuesday, March 18, 2008 - 6:30 P.M.
 Emma Lou Olsen Civic Center

Print Name	Address	Email	Telephone/Fax	Representing
25. MARCIA KEHL	729 NE 7 ST PB	MKEALZ5Z@AOL	954-830-7615	
26. Wendene Turner	33 Cayuga Rd	ESTRELLS@aol.com	954-941-1200	
27. LISA NOONAN	2372 NE 30 CT	jewe1e02@comcast.net	954-275-0110	
28. John W Brown	3605 NE Cape Chk, Pk.		954 561 4342	Sam & Spina
29. Karolya	2900 NE 4 th Dr	Karolya@comcast.net	954 567 0000	Sam & Spina
30. Alex	2201 SE 9 th St		561 572 5047	
31. Sandra Dennis	947 SE 9 AVE	Perlebeath.com DENNIS2000@	954 781-6926 ALPENB.com	Sam & Spina C.A.P
32. Robert Rafferty	1620 SW 3rd Ave	BRAFFERTY@worldnet.att.net	954-786-8515	
33. Portia Casterholtz	2751 NE 8 th St	CPortia@GMAIL.COM	954-941-1823	Self
34. Mike Hoan	2400 NE 16 th St #201	MikeHoan@aol.com	954 913 7777	Self
35. Jonathan Frank	940 S. Federal Hwy Pompano	Autotops123@aol.com	954-868-3279	Anthony Aviation
36. Sam Anthony	1401 NE 102 nd St Pompano Beach	SamAnthony@aol.com SAnthony	954-817-0113	ANTHONY AVIATION

TELEPHONE
524-787-2076

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PRINT NAME

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Corradino

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Fort Lauderdale, FL 33307

Gina Humphrey

5200 NW 33rd Ave #203
Fort Lauderdale FL 33308

954-777-0074 The Canadino Group

Wynn Simmons

3406 Robbins Rd. Pompano B 33062

Jackie Guaff

3420 Dover 33062

954 781-8376

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Pompano Community
Coalition

Ed Moles

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340 SE 8 St. 33060

954-785-7157

Chuck Marabito

Patrick Jovanon 411 NE 12th Ave 33060

PJOVANON 77@

YAHOO.COM.

Ken Fick

310 SE 13th Ave 33060

Pompano Beach
Execuport

Barry Dockswell

2204 Bay Dr 33062

East ERA Advisory
People of Pompano

Barbara Gordon

305 N Pompano Beach Blvd #1511 33062

Needs handout

PRINT NAME

ADDRESS

E-MAIL

TELEPHONE/FAX

REPRESENTING

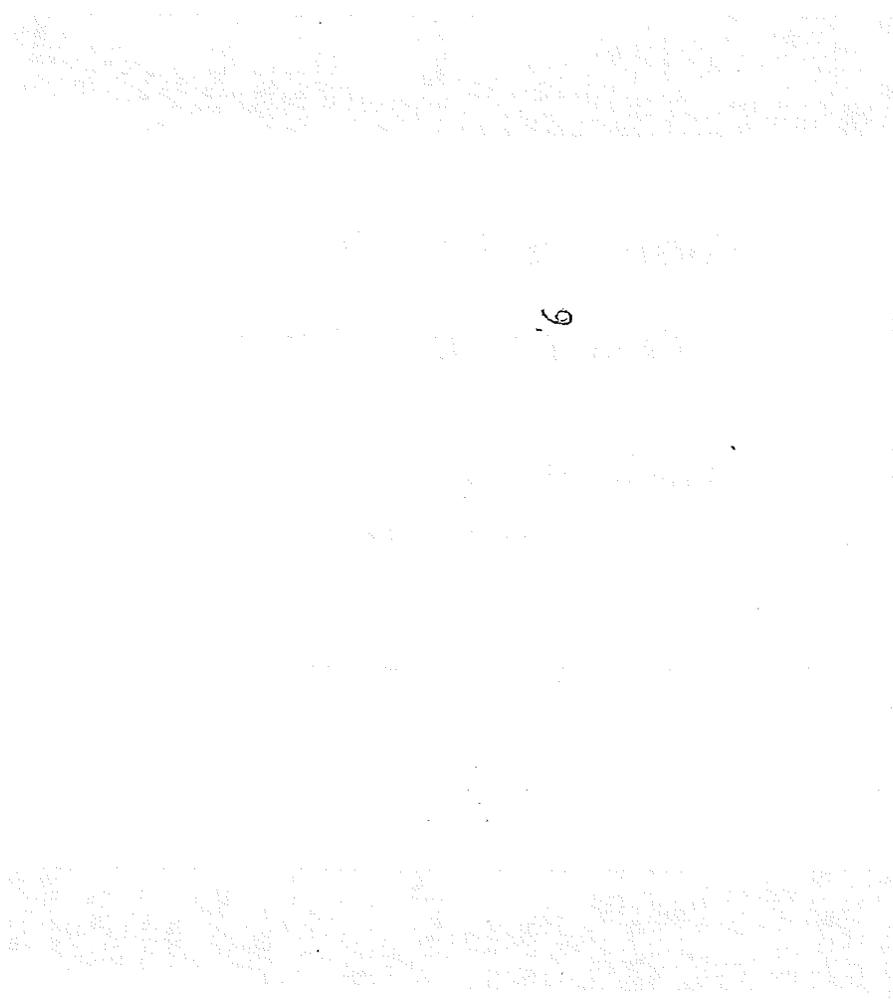
Ken Page
205 691 5151, CRTD OUT
KPage@Carradio.com

John Moore
517 NE 1st St
Pumpkin Beach

786-385-4239
jmoore@CORPACSM.com

City Resident

THE COMMUNITY GROUP



6



Pompano Beach Air Park Master Plan Update

Community Workshop Briefing

March 18, 2008



Topics of Discussion

- **Community Involvement**
- **Primary Tasks to Date**
- **Analysis of Alternatives**
- **Environmental Review**
- **Consultant's Next Steps**





Community Input

- **Air Park Advisory Board Meetings**
 - **March 6, 2007**, Project Kick-off
 - **May 1, 2007**, Progress Briefing
 - **June 5, 2007**, Progress Briefing
 - **October 29, 2007**, Forecasts, Capacity Analysis, Facility Requirements, and Preliminary Alternatives
- **June 5, 2007**, Community Workshop
- **February 4, 2008**, City Commission Workshop



Master Plan Elements

- **Airport Requirements ***
- **Analysis of Alternatives ***
- **Environmental Review ***
- **Airport Plans ****
- **Financial Plans ****
- **Reports and Plans****

* – *Indicates task completed in draft form.*

** – *Indicates task in progress.*





Forecast Summary

Year	Component of Activity			
	Based Aircraft	Operations		
		Local	Itinerant	Total
2006	159	101,686	37,984	63,702
2012	184	140,910	52,137	88,773
2017	205	150,960	57,365	93,595
2022	230	166,025	64,750	101,275
2027	258	179,900	71,960	107,940

Design Aircraft = B-II, Large Airplane (MTOW > 12,500 pounds)



Capacity Analysis Implications

- **FAA guidelines – plan capacity enhancements when operations reach 60% of capability.**
- **Operations are projected to reach or exceed these 60% thresholds for ASV and hourly capacity by 2012.**
- **FAA guidelines – implementation of enhancements when 80% of capability is reached.**
- **The 80% threshold for ASV is not forecast to be reached during the planning period but will be exceeded on an hourly basis.**





Highlights of Landside Facility Requirements

- **Expansion of hangar facilities**
- **Additional/improved aircraft ramp and apron**
- **Improvements to auto parking**
- **Airfield perimeter service road**
- **Air Traffic Control Tower replacement and potential relocation**
- **Replace Air Park administration building**



Nonstandard Airfield Conditions

- 1. Runway line-of-sight (Runway 15 to Runway 24)**
- 2. Taxiway separations for Taxiways M and K.**
- 3. Runway 33 FAR Part 77 Approach Surface relative to NE 10th Street**
- 4. Aircraft parking within Taxiway Object Free Area (TOFA) for Taxiway L**





Analysis of Alternatives

- Includes airside, landside, land use
- Focuses upon feasible alternatives within context of local goals and objectives
- Tasks include identification, evaluation, and selection of preferred alternative(s)



Airfield Alternatives

1. Maintain existing conditions
2. Upgrade to FAA standards
3. Noise-Safety alternative
4. Runway 6-24 closure
- 4A. Runway 6-24 closure alternate
5. Runway 10-28 closure





**Airfield Alternative 1:
Maintain Existing
Conditions**

- No capital improvements
- Does not correct conditions that do not meet FAA guidelines
- Increases operating costs due to maintenance of excessive pavement widths



**Airfield Alternative 2:
Upgrade to FAA Standards**

- Displace RWY 33 threshold to achieve proper clearance over road
- Use declared distances
- Correct separation standards for runways to taxiways
- Reduce runway widths
- Add exit taxiways
- Reduces operating costs due to maintenance of smaller runway widths



**Airfield Alternative 3:
Noise-Safety Alternative**

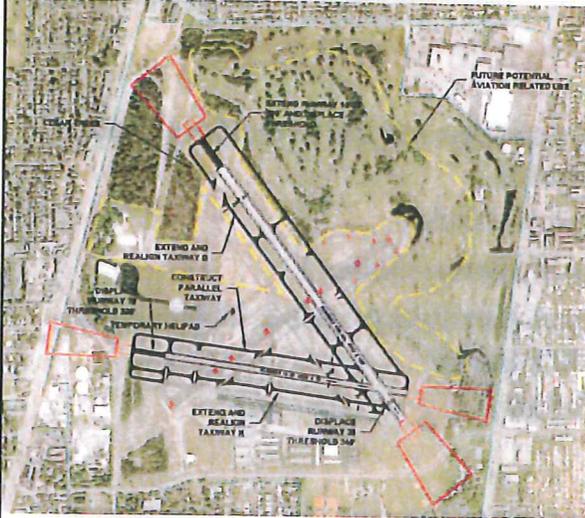
- Extend RWY 15 500 feet (threshold location retained; displace RWY 33 threshold 340 feet)
- Retains/enhances runway capability
- Conforms to City/FAA agreement
- Slight effect on noise impacts to southeast

HANSON

**Airfield Alternative 4:
RWY 6-24 Closure**

- Includes Noise-Safety alternative provisions
- Closes RWY 6-24
- Extends RWY 10-28 500 feet on 10 end (threshold located 320 feet from RWY 10 end)
- Provides additional land for development
- Considers relocation of Arboretum and Conservation Area
- Increases landside area
- Reduces FAA noneligible pavement

HANSON



**Airfield Alternative 4A:
RWY 6-24 Closure
Alternate**

- Includes Noise-Safety alternative provisions
- Closes RWY 6-24
- Extends RWY 10-28 500 feet on 10 end (threshold located 320 feet from RWY 10 end)
- Provides land for development on NE side
- Retains Arboretum and Conservation Area
- Increases landside area
- Reduces FAA noneligible pavement



**Airfield Alternative 5:
RWY 10-28 Closure**

- Includes Noise-Safety alternative provisions
- Closes RWY 10-28
- Considers relocation of Arboretum and Conservation Area
- Increases landside area
- Reduces FAA noneligible pavement





Airfield Evaluation Criteria

- Serves local aviation needs (runway length, airfield capacity)
- FAA design standards
- Airspace (operational issues)
- Environmental considerations & community compatibility (noise)
- Constructability
- Costs



Airside Alternative 1: Maintain Existing Conditions Noise Contours

Legend

- 65 DNL
- 70 DNL
- 75 DNL

DNL – Day Night Noise Level





**Airside Alternative 2:
Upgrade to FAA Standards
Noise Contours**

Legend

-  65 DNL
-  70 DNL
-  75 DNL

DNL – Day Night Noise Level



**Airside Alternative 3:
Noise-Safety Alternative
Noise Contours**

Legend

-  65 DNL
-  70 DNL
-  75 DNL

DNL – Day Night Noise Level





**Airside Alternative 4/4A:
Runway 6-24 Closure
Noise Contours**

Legend

- 65 DNL
- 70 DNL
- 75 DNL

DNL – Day Night Noise Level



**Airside Alternative 5:
Runway 10-28 Closure
Noise Contours**

Legend

- 65 DNL
- 70 DNL
- 75 DNL

DNL – Day Night Noise Level





Airfield Alternatives Evaluation Matrix						
Evaluation Criteria	Alt. 1 Maintain Existing Conditions	Alt. 2 Upgrade to FAA Design Standards	Alt. 3 Noise- Safety Alternative	Alt. 4 Runway 6-24 Closure	Alt. 4A Runway 6-24 Closure	Alt. 5 Runway 10-28 Closure
Runway Length Requirements	4	4	5	5	5	5
FAA Design Standards	1	3	3	4	4	4
Long-range Airfield Capacity and Flexibility	3	4	4	4	4	4
Revenue Generating Potential	3	3	3	4	3	4
Operating and Maintenance Costs	1	4	3	5	4	5
Constructability	5	4	3	3	2	3
Order of Magnitude Costs	\$0.0M	\$2.6M	\$4.3M	\$5.1M	\$6.5M	\$4.8M
Operational Issues	1	3	3	5	5	4
Environmental Considerations	4	4	3	3	4	3
Total Evaluation Score	22	28	26	33	31	32

Notes: 1 - Poor, 2 - Satisfactory, 3 - Good, 4 - Very Good, 5 - Excellent



Landside Alternatives

- 1. Maintain existing conditions**
- 2. Build out existing available aviation parcels and upgrade to FAA design standards**
- 3. Expand landside area (RWY 6-24 closure)**
- 4. Expand landside area (RWY 10-28 closure)**



**Landside Alternative 1:
Maintain Existing Conditions**

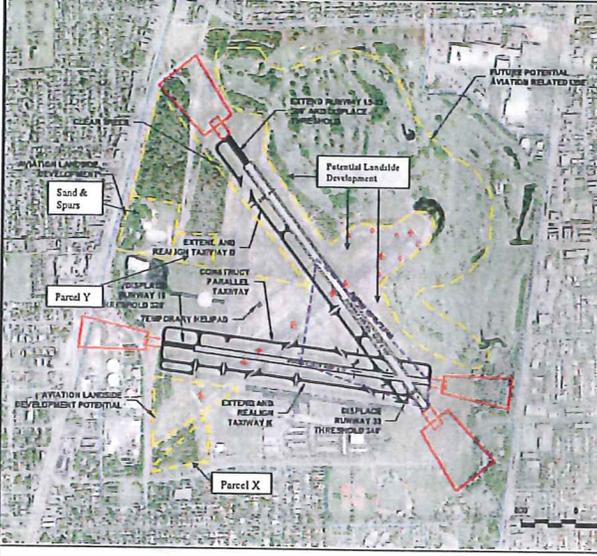
- Provides maintenance but not capital improvements
- Fails to correct nonstandard conditions
- Does not respond to future demand



**Landside Alternative 2:
Expand Existing
Facilities & Upgrade
to Standards**

- Develops Parcels X and Y as well as Sand and Spurs
- Reviews/reserves portion of golf course for development
- Considers Arboretum and Conservation Area for aviation use





**Landside Alternative 3:
Expand Existing Facilities
with RWY 6-24 Closure**

- Develops Parcels X and Y, Sand and Spurs
- Add land on southwest adjacent to Parcel X
- Reviews/reserves portion of golf course for development
- Adds land to golf course area due to closure of RWY end 24
- Considers Arboretum and Conservation Area for long-range potential aviation and revenue producing uses
- Could mitigate Arboretum and Conservation on golf course side



**Landside Alternative 4:
Expand Existing Facilities
with RWY 10-28 Closure**

- Develops Parcels X and Y as well as Sand and Spurs
- Adds land on west adjacent to Parcel X
- Adds land between former 10-28 and other runways
- Reviews/reserves portion of golf course for aviation related development
- Would not change Arboretum and Conservation Area for landside purposes



Areas of Environmental Sensitivity



- FAA letter, dated August 1980, indicates an EA would be required for use of Arboretum other than trimming for clear zones.
- Conservation area was created by local ordinance.



Landside Alternatives Evaluation Matrix

Evaluation Criteria	Landside Alternative			
	1 - Maintain Existing Conditions	2 - Expand and Upgrade to Standards	3 - Expand Based upon Closure of RWY 10-28	4 - Expand based upon closure of RWY 6-24
Compatibility with airside alternatives	2	4	2	2
Meets FAA Standards	1	4	4	4
Serves Demand	1	5	5	5
Environmental Effects	5	3	3	3
Access	3	4	3	4
Costs	5	2	4	3
Totals	17	22	21	21

Notes: 1 - Poor, 2 - Satisfactory, 3 - Good, 4 - Very Good, 5 - Excellent





Next Steps

- Review Advisory Board and Public Comments
- Prepare revisions and recommendations
- Present findings to City Commission for consideration and adoption
- Prepare final report and drawings



Questions and Answers



