



OSM

CITY OF

POMPANO BEACH

FLORIDA

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April 1, 2008
5:30 P.M.

AIR PARK ADVISORY BOARD
Commission Chambers Conference Room

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 March 18, 2008

D. **NEW BUSINESS**

1. Discussion of recommended alternatives from Interim Report No. 2 of the AIR PARK MASTER PLAN UPDATE. (Note: It is requested Board members bring their back-up material from the last meeting).

E. **OLD BUSINESS**

F. **OTHER BUSINESS**

G. **REPORTS**

- 2) Review of monthly AIR TRAFFIC REPORT.

H. **ADJOURNMENT**

Linda R. Hora
Advisory Board Secretary
3.25.08

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

APR 8 2008

File 07A0044

Location _____

CITY OF POMPANO BEACH
BROWARD COUNTY
FLORIDA

AIR PARK ADVISORY BOARD
Commission Chambers Conference Room

April 1, 2008
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
- Alfred Ritter
- Hazel Armbrister
- Patricia Flynn
- Russell Reichmann
- Steve Holmes

Also present were:

- Steve Rocco
- Lisa Waters
- Michael Carey
- Ed Moles
- Dan Yaffe
- Dave Anderson
- Jackie Glaff
- Joann Bochan
- Don McNeil
- Steve Malin
- Jim Howard
- Lynn Simross

NOTE: Several other individuals were also present in the audience, but they were not made known to the secretary.

* * * * *

APPROVAL OF THE MINUTES

MOTION was made by Russell Reichmann and seconded by Hazel Armbrister that the minutes of the meeting of March 13, 2008, be approved as submitted.

All voted in favor of the above motion with the exception of Ms. Armbrister who "abstained" from voting on the matter as she was not present at the March meeting.

* * * * *

DISCUSSION OF ALTERNATIVES - AIR PARK MASTER PLAN UPDATE

Mr. Rocco noted at the last meeting, the consultants provided the Board with recommended alternatives from Interim Report No. 2 of the Air Park Master Plan Update.

The five (5) AIRFIELD ALTERNATIVES as presented at the March meeting of the Board were 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. Rocco introduced Ms. Lisa Waters of Hanson Professional Services and Michael Carey of Kimley Horn Associates, Inc. who made the presentation on the Alternatives to the Board and members of the public.

Ms. Waters expressed her hope that by the end of today's meeting there will be a consensus of the consultant's recommendation or a hybrid of same. The first Community Workshop Meeting was held in June and was sparsely attended, although they did get some community input and answered questions.

Ms. Waters reviewed the memorandum of April 1, 2008, noting the consultant team presented the Master plan Update airside and landside alternatives to the Board and the community on March 18, 2008, at a Community Workshop. This was the Study's second Community Workshop. The Workshop was advertised in advance and was well attended. Sign-in sheets documented 50 attendees, not including airport staff and the consultant team. The purpose of the Workshop was to update the status of the Master Plan process, review the forecasts and facility requirements and present numerous airside and landside alternatives developed to meet the goals and objectives of the Study and to satisfy anticipated future demand. Interim Report No. 2 provided extensive detail about each alternative. This memorandum presents a brief overview of the comments from the community and provides a description of the consultant team's recommended alternative.

Ms. Waters reviewed the "Overview of Workshop Comments and Community Input" noting the following points highlight the principal comments and input received from the community and follow-up actions by the consultant team are also provided:

- 1) **The Land Use Plan should consider well fields on the west side of the airport.**

The location of well fields is under investigation. A map has been provided by Broward County and the City of Pompano Beach identifying the location of certain water supply wells. This information will be documented in the Master Plan Update final report and implications of their use and location will be considered.

Ms. Waters advised it appears only one or two of the wells off the end of Runway 10 will impact any development plans.

- 2) **What role does the FAA have in the determination of on-airport land uses, and specifically those shown as "future potential aviation land use?"**

The FAA will review and approve the Airport Layout Plan (ALP) set which will include a Land Use Plan. The Land Use Plan will identify parcels within the airport boundaries that will be planned for future aviation and non-aviation uses. It will be important that this Plan comply with the FAA/City Memorandum of Agreement (MOA) effective October 1, 2007, and that it accommodates future aviation needs. The Land Use Plan will show that all suitable vacant land will be made available for aviation use before other currently occupied parcels are impacted, such as the Sand and Spurs and the Municipal Golf Course. FAA approval would be required if the City were to transfer any airport land to the City directly or to another entity for other than aviation uses.

Ms. Waters explained the MOA outlines certain areas around the airfield which would be designated for potential future aviation use.

- 3) **The development of the Sand and Spurs parcel for aviation uses should only occur when no other area is available to meet aviation demand.**

As noted under Comment 2, the Land Use Plan will show that all suitable vacant land will be made available for aviation use before other currently occupied parcels are impacted such as the Sand and Spurs and the Municipal Golf Course.

- 4) **Extending Runway 15 does not decrease the noise impacts associated with operations on that runway.**

Data was collected in earlier phases of the planning process documenting runway use by aircraft type. This data, along with other information, was used as inputs for the FAA's Integrated Noise Model (INM). Because Pompano Air Park's operational aircraft fleet comprises predominantly small, single-engine and light twin aircraft, the analysis indicates that the benefit of the added runway length is minimized. A noise benefit is realized, however, when the added runway length is utilized for take-offs by multi-engine and jet aircraft.

Ms. Waters noted the 500 foot extension for Runway 15 has been discussed in the past and is now part of the MOA agreement with the FAA. Therefore, they have considered what impact this extension will have from a noise perspective. She advised there would not be a huge benefit from this extension with small aircraft, but with larger aircraft on a single event level, there would be some benefit. The Integrated Noise Model is the program they must use, as required by the FAA.

- 5) **How will the closure of Runway 10-28 or 6-24 be phased, if either is included in the final Master Plan Update recommendations.**

Should either runway be recommended for closure, this will not occur until the existing pavement reaches a condition that is less than desirable for regular operations. Both Runway 10-28 and Runway 6-24 are asphalt runways in "fair" condition. Since the FAA and FDOT do not normally assist airport sponsors with funding of the maintenance and rehabilitation of a third runway, it is anticipated that the third runway will remain operational only as long as pavement conditions allow. Regular inspections will determine runway conditions. The need for land for aviation uses associated with either closure will also be considered when demand arises.

Ms. Waters advised FAA considers three runways to be a "convenience". Two runways with 95% wind coverage is required. Under current conditions the three runways provide optimum wind coverage. She reviewed Wind Coverage percentages as follows:

	<u>10 knots</u>	<u>13 knots</u>	<u>16 knots</u>
Current Conditions	99.9%	99.9%	100%
Alternate 4-Close Runway 6-24	97.9%	99.5%	99.9%
Alternate 5-Runway 10-28	99.1%	99.8%	99.9%

6) **How can the community get copies of the Master Plan documents.**

Copies of Interim Report No. 1 and 2 will be posted on the City's Website and available for down-loading by anyone interested.

7) **What is the next step in the planning process?**

The Air Park Advisory Board will consider alternatives at their meeting scheduled for April 1, 2008. The consultant will provide a recommended alternative for Air Park Advisory Board discussion. The Board will recommend a final alternative to the City Commission. The consultant team and the Air Park Advisory Board will present this information to the City Commission at a future meeting. Following City Commission direction regarding a final recommended alternative, a Financial Plan and Capital Improvement Program will be developed. This information will be presented to the City Commission for approval. The City will then submit the Master Plan Update and associated documentation to the FAA and FDOT for review and comment.

Consultant's Recommended Alternatives

In consideration of the input received from the Air Park Board and the community, and the technical review of the preliminary alternatives, the consultant team recommends the following:

- * Extend Runway 15 by 500 feet and displace the landing threshold 340 feet. The landing location on Runway 15 remains in the existing location resulting in no impacts on residential areas northwest of the airport.
- * Displace threshold on Runway 33 by 340 feet to provide proper clearance over N.E. 10th Street.
- * Extend parallel Taxiway D to the new Runway 15 end at 240 foot runway centerline-to-taxiway centerline separation.
- * Reduce runway widths to FAA design standards: Runway 15-33 to 100 feet (with 25 foot shoulders), Runway 10-28 to 75 feet (with 25 foot shoulders).

- * Realign Taxiway D to meet FAA's 240 foot runway centerline-to-taxiway centerline separation requirement. Realignment of Taxiway D would occur when existing taxiway has deteriorated to a point where it requires rehabilitation/replacement. Add exit taxiways.
- * Construct a new parallel taxiway and exits on the east side of Runway 15-33 to serve future aviation land uses (golf course area). New taxiway would be shown as "ultimate" on the Airport Layout Plan and phased in the 20-year or beyond 20-year planning period.
- * Extend Runway 10 by 298 feet and displace threshold to satisfy FAA design standards for crosswind runways.
- * Extend and realign Taxiway K to a 240-foot runway centerline-to-taxiway centerline separation.
- * Construct a new north parallel taxiway for Runway 10-28 in future years to support potential infield development.
- * No planned immediate uses for Arboretum or Conservation Area.
- * Show Sand and Spurs, Parcel Y, Golf Course area adjacent to the airfield and adjoining infield areas as potential future aviation development. Aviation use of Sand and Spurs and Golf Course property is assumed to occur only after all other suitable vacant parcels have been depleted and when demand necessitates.
- * Show Parcel X and area opened by closure of Runway 6 end and Runway 24 end as future aviation development.

This recommendation is based upon the following points:

- 1) Any combination of runways including Runway 15-33 provides 95% wind coverage, which is a criterion of the FAA for runway safety. Under such circumstances, the FAA and possibly the FDOT, will not participate in funding maintenance and other capital improvement costs associated with three intersecting runways.
- 2) Existing and future aviation demand and fleet mix projections do not warrant the need for three runways.
- 3) The recommended alternative (intersecting "V" versus midfield intersecting runways) provides improved airfield layout from a capacity and land use planning standpoint.
- 4) The Air Traffic Control Tower reports Runway 6-24 is the least used runway (approximately 15%) and has the most conflicts with Fort Lauderdale Executive Airport (FXE) traffic.
- 5) Improved opportunities for landside aviation expansion.

- 6) Based on the Memorandum of Agreement (MOA) between the City of Pompano Beach and the FAA the future long term needs of the Air Park would be greatly enhanced with the recommended alternative. This alternative depicts the best use of the aviation parcels by planning for increased revenues to the Air Park Enterprise Fund to assist in the operating costs and capital improvements outlined in the Agreement.

Ms. Waters reviewed runway utilization figures as follows:

Runway 15-33	55%
Runway 10-28	30%
Runway 6-24	15%

Ms. Waters discussed the closure of Runway 6-24 and viewed the location of same on the airport aerial map. The displaced threshold will maintain the landing on Runway 15 as it is today, but the start of the take-off roll will have an additional 500 feet. The airport uses the independent lease of land to generate revenues from aviation uses to prevent the need to utilize taxpayer dollars to pay its way. Runway 15-33 is the primary runway with 55% usage.

Ms. Waters explained the runway width presently exceed standards. Accordingly they recommend the shoulders remain intact for safety, but Runway 15-33 be reduced to a width of 100 feet and Runway 10-28 to a width of 75 feet. Initially it was suggested Runway 10 be extended by 500 feet, however after community input this recommendation has been narrowed to 298 feet with a displaced threshold.

Ms. Waters noted the Sand and Spurs facility will not be phased out until all other available areas are exhausted.

The forecast does not show a need for 3 runways.

Ms. Waters discussed the consultant's recommendation to close Runway 6-24. Under this alternative the runway widths would be reduced to meet FAA standards and the centerline separation between runway and parallel taxiways will be maintained at 240 feet. The Runway 33 threshold will be displaced 340 feet for approach surface clearance and Runway 15-33 would be extended approximately 500 feet to the northwest. Runway 10-28 would be extended approximately 298 feet to the west and a parallel taxiway would be provided north of Runway 10-28. A parallel taxiway would be provided east of Runway 15-33 and additional exit taxiways would be provided on Runway 15-33.

Ms. Flynn questioned in what order other areas designated for aviation use would be utilized.

Mr. Rocco advised Parcel X would probably be leased first, followed by Parcel XA, Parcel YY and Parcel Y.

Dr. DeSantis noted closure of Runway 6-24 will open up the northeast part of the airfield allowing the west side to be developed later, possibly as far as 20 years down the road.

Ms. Flynn advised the Board was informed by Gerry Bandy (Project Manager for Hanson Professional Services) that the west side of the airfield would be developed before the golf course area.

Mr. Rocco expressed his hope the Arboretum area would be developed last.

Mr. Holmes questioned if City funds could be used to improve the Arboretum. He advised the Board was previously told no City funds could be expended on FAA property. He questioned if citizens could go into the Arboretum and clean it up and improve the area.

Mr. Rocco advised the airport cannot expend funds for any non-aviation use of property. Any attempt by the City to secure funds to clean the Arboretum area up would be subject to FAA approval. According to the MOA, the Arboretum is designated for future aviation use.

Mr. Holmes noted the Arboretum suffered through Hurricane Wilma and now it is almost non-functional. If the Arboretum condition is changed and improved it would not be as prime for development as it is now. He questioned how a volunteer effort to clean this area up would be viewed by the FAA.

Mr. Rocco advised the prior City Manager went to the FAA in an attempt to have the Arboretum released for non-aviation use but the FAA did not agree.

Mr. Holmes noted we were told City money could not be used to improve the Arboretum and then the FAA refused to release the property. Now he felt we should try and improve this area through a volunteer program if necessary.

Mr. Reichmann noted a volunteer effort may have to go through the FAA and they may not approve it.

Mr. Holmes questioned lease rates at other airports and inquired if there are different rates depending on how close your operation is to runway and taxiway access.

Mr. Rocco advised lease rates are based on market value at the time.

The following members of the public wished to address the Board:

DAN YAFFE
2822 N.E. 12th Street

Mr. Yaffe advised he represents the Harbor Village Civic Association comprised of single family homes bounded by Federal Highway on the east, the Intracoastal Waterway on the west, Atlantic Boulevard on the south and N.E. 14th Street on the north. They strongly recommend the closure of Runway 10-28 (Alternative 5). Over the years there has been a considerable increase in aviation traffic moving from west to east and up and down the Intracoastal Waterway. Most traffic using Runway 6 goes to the northeast over the Citi Center property. Closing Runway 10-28 will provide the opportunity to eliminate eastbound aviation traffic and will move the traffic out of this area more quickly.

JACKIE GLAFF
3420 Dover Road

Ms. Glaff advised she agrees with Mr. Yaffe's recommendation to close Runway 10-28.

Ms. Flynn expressed concern with closing Runway 10-28 and noted the FAA protects the Beach Area building heights in conjunction with the use of Runway 10. If this runway were closed, building heights would no longer be governed by the FAA. She maintained people on the Beach do not want to close Runway 10 for this reason.

Mr. Yaffe advised he also serves as Chairman of the Board of Adjustment which oversees the Airport Zoning Ordinance and considers requests for deviations from same. There are height limits in effect on the Beach now. In the last 10 years he only recalls two cases coming before the Board of Adjustment. The City has height limits and the FAA may impose more restrictions and height limitations to insure airport and public safety.

STEVE MALIN
2940 North Course Drive

Mr. Malin questioned the cost of maintaining Runway 6-24.

Mr. Carey advised there have been no major runway or taxiway rehabilitation projects at the airport in years. Runway 15-33 was over-layed in 1969. Runways 6-24 and 10-28 are in about the same shape. The FAA recently undertook a pavement maintenance study and all runways were found to be in "fair" condition. He estimated it would cost a couple of million dollars to rehabilitate all three of the runways.

Mr. Malin maintained the closing of Runway 6-24 will compromise safety and advised it is important to have three runways to accommodate shifts in wind and bad weather conditions and to provide safety. The City receives 10 million dollars a year in revenues derived from airport leaseholds, sales tax and fuel sales. Closing this runway will compromise safety.

Dr. DeSantis noted according to the new MOA the Air Park will receive \$1 million per year.

Ms. Waters advised the Master Plan must evaluate safety criteria.

Mr. Carey advised he does not believe the runway would be closed until the land is needed. Presently there is a \$125,000 per year deficit at the airport and that figure will continue to increase as the cost to do business goes up more than the rental rates. Accordingly, it is important to find ways to increase revenues.

Dr. DeSantis noted with three runways you spread the noise around more and the extra runway (3rd runway) is critical for safety.

Ms. Flynn advised she would prefer to see the three runways remain as they are now.

Dr. DeSantis advised he favors Alternative 3.

ED MOLES
111 Briny Avenue

Mr. Moles noted he represents the People of Pompano, Inc and the Pompano Community Coalition comprised of seven groups, including the South Pompano Civic Association. He

advised he concurs with Mr. Yaffe's comments and while his organization has not made an absolute decision with respect to the alternatives, they do have concerns. While existing runway lengths meet FAA standards, they have many grid concerns. The extension of Runway 15-33 would impact the residents in Leisureville, as the runway would be moved further west.

Mr. Reichmann disagreed with Mr. Moles' comments regarding the residents of Leisureville as the approach pattern would not change and landings would remain the same.

Dr. DeSantis explained the displaced threshold, as proposed, would only impact take-offs. While take-offs would start further to the west, the noise would be absorbed on the ground.

Mr. Holmes explained the displaced threshold would allow aircraft to take-off further back and get up sooner. His concern with the displaced threshold is that once it is built, its intended use could be changed at a later date.

Ms. Waters addressed Mr. Holmes' concerns noting if this facility had a mix demanding additional runway length the use could possibly be changed. However, according to their report the runway lengths are adequate. Adding additional length for take-offs does not impact anyone outside the airport fence line and provides an additional benefit for larger aircraft.

Mr. Holmes questioned if we are mandated to add displaced thresholds.

Ms. Waters advised there is no mandate to provide displaced thresholds.

Mr. Carey added to move the displaced threshold back would require clearing the area and the removal of trees.

Mr. Holmes questioned if the City can control the displaced threshold and insure its intended use in the future.

Mr. Rocco advised he does not anticipate the fleet mix changing. Runway is only being added for safety and noise mitigation reasons.

Mr. Moles advised his group shares Mr. Holmes' concern with respect to the displaced threshold and a possible change in the future with respect to its intended use.

DON MC NEIL
2720 N.E. 6th Street

Mr. McNeil advised he is a member of the Pompano Senior Squadron Flying Club and AOPA. He noted every pilot wants as much pavement as possible for safety. The runway behind you is "useless". Every pilot he knows is in favor of the displaced threshold and maintaining three runways. The displaced threshold will not change the landing point you have now. This Board and the City Commission would have to initiate any effort for an extended runway by moving the threshold back. He did not think this would happen as long as this Board, the community and the City remain pro-active.

Mr. McNeil noted the FAA Trust fund is available for the maintenance of two runways, but if we opt for three runways maintenance funds will have to come out of pocket.

Mr. Reichmann noted Runway 6-24 is the least used runway. When the Control Tower closes we have a non-controlled airport. He noted problems with "cross" runways in this scenario and advised with the "V" shape layout the cross runway problem is reduced.

Mr. Holmes advised he has no objection to the displaced threshold with the proper controls. He questioned the economic justification for the east taxiway on Runway 15-22. While this taxiway seems like a lot of money for a lot of gain in 20 years, he questioned why we should agree to same today.

Mr. Carey responded we need to reserve the property.

Ms. Waters explained you would not build this taxiway until you have a leasehold and a user. Establishing same now would protect the area for future use.

Dr. DeSantis noted this Board could retain three runways, approve the displaced threshold and change the width of the runway from 150 feet to 100 feet. The Memorandum of Agreement provides for an increase in rental rates which will result in increased revenues for the airport. He advised he likes Alternative No. 3.

Mr. Holmes noted Alternative 3 is the Noise-Safety Alternative. He suggested we add the displaced threshold on Runway 10-28, and pointed out there is no way we can make everyone happy.

Ms. Flynn advised she does not support Alternative 3. She noted there have been three runways at the airport since the 1950's, and questioned why the FAA is now dictating we can only have two runways.

Mr. Rocco responded the FAA is not dictating we can only have two runways. They are stating, however, they will only pay to maintain two runways.

Ms. Waters noted the pressure is on for developing parcels for aviation use. By closing Runway 6-24, you are opening up other areas without having to use the Sand and Spurs or the Arboretum.

JIM HOWARD
1101 N.E. 10th Street

Mr. Howard was present on behalf of Helicopters of America, and he noted this is the third Master Plan he has seen. With this effort we seem to be looking for more land to develop, but we have not developed what is available now. He advised he was declined a leasehold on three occasions. Airport leases require a certain level of monetary investment to qualify. At this point he has given up trying to lease property at the airport.

Dr. DeSantis advised the City now uses standardized leases.

In response to the question posed by the Board, Mr. Rocco advised if we leave the Sand and Spurs and Arboretum as is, it leaves only parcels available (Parcel X and Parcel Y). Parcel BB is under lease to AOG and they have two years. Parcel F is under lease to Anthony Aviation. AOG has advised they will be moving equipment onto the airport to begin construction of their ramp. The City issued an RFP for Parcels X and Y and the proposals received were mediocre at best. Midway Aviation proposed to build hangars, sell fuel and meet all the categories of the

Minimum Standards for Fixed Base Operators. They subsequently stated they only wanted to build co-op hangars and the City informed them such a use was not in compliance with the standards in the RFP and their proposal was negated. The City is now waiting for the Master Plan Update to be finalized so we know where we are going in the future, before we proceed through the RFP process again. This is a great time for the airport because we can start moving ahead, not just for the Airport Fund but for the community as well. People who come to the airport rent cars, stay in hotels, go to movies and restaurants and provide a positive economic impact to the City by bringing in tax revenues, providing jobs, etc.

Dr. DeSantis suggested the Board submit a recommendation with phasing on a short term and long term basis.

Ms. Flynn noted in 1992, the displaced threshold concept was proposed and fought vigorously by the public. She assured the Board she understands the safety factors with the displaced threshold. When flight school students come in here, Leisureville is "bombarded" with aviation traffic. She understands where the pilots and community are coming from. While experienced pilots turn on Federal Highway, there is a major problem with student pilots coming here from other airports. These student pilots are not spending money in our City. The threshold was extended in Boca Raton upon assurances it would only be used for its intended purpose but those assurances were not kept.

Dr. DeSantis explained Boca only has one runway now.

Ms. Flynn advised she is here to protect the community and Leisureville residents have called her about this problem.

Dr. DeSantis advised the displaced threshold was a big lightening rod issue in the past. The MOA now includes the displaced threshold.

Ms. Flynn maintained the people of Leisureville have to be protected. She explained fixed wing student pilots from Fort Lauderdale are not as considerate as our pilots and sometimes they fly in and stay at 400 feet.

Mr. Malin maintained they cannot stay at 400 feet. They must go to 800 feet or they will be issued a violation.

Ms. Flynn reiterated the student pilots fly low coming off Runway 6 and the FAA has seen this.

LYNN SIMROSS
3406 Robbins Road

Ms. Simross advised the statement has been made that the FAA will pay towards the maintenance of two runways. She questioned why they are not paying now.

Mr. Rocco explained the prior agreement with the FAA did not allow the City to accept any funding, but this changed when the new MOA was signed.

Ms. Glaff questioned if the City has been approached by potential airport businesses that want to expand the facilities.

Mr. Rocco advised he was approached by Enterprise Florida, an agency which coordinates with businesses around the world to bring in development operations to our area. He has also spoken with the Broward County Economic Development Council and informed them we are in the process of doing the Airport Master Plan and there is land available for development. He was approached by an airplane manufacturing firm about developing here. They are looking for 40 acres on which to manufacture general aviation airplanes.

Based on comments from the public and Board discussion it was generally agreed that:

Three runways are better than two runways.

Three runways spread out noise impacts.

Runway lengths are currently adequate.

A "V" runway configuration is better than an "X" configuration.

Upon further consideration of all five Alternatives, the Board agreed to recommend approval of an Alternative 6 which would:

- 1) Keep all runways open.
- 2) Maintain the taxiway on the north side.
- 3) Add the Runway 10-28 extension (displaced threshold).
- 4) Provide displaced threshold on Runway 15.

The new Alternative 6 would also include two phased recommendations as follows:

- a) Maintain Runway 6-24 until additional land is required, or until maintenance and costs so dictate.
- b) Develop the east taxiway on Runway 15-33 when development is needed.

The above alternative was placed in the form of a **MOTION** by Steve Holmes and seconded by Alfred Ritter. All voted in favor of the above motion with the exception of Ms. Flynn who voted "NO".

Mr. Yaffe reiterated his recommendation to close Runway 10-28 and suggested it be made a part of a long-term phased recommendation.

The Board did not support Mr. Yaffe's recommendation.

Dr. DeSantis thanked the public for coming out to today's meeting and providing their input.

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Total Operations and Noise Reports were provided for March of 2007 and 2008 as follows:

March 2008	10,726 operations 1 noise report
March 2007	12,065 operations 9 noise reports

Mr. Rocco attributed the decrease in traffic this year to inclement weather and the fact the Airport was closed for one day as a result of President Bush's visit to our area.

The decline in noise reports is a result of the fact that Silver State Helicopters is no longer in business.

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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 7:45 P.M.

The next meeting of the Air Park Advisory Board will be held on Tuesday, May 6, 2008, at 5:30 P.M.

Linda R. Hora
Advisory Board Secretary
4.1.08



MEMORANDUM

TO: Phil DeSantis, Chair and Members, DATE: April 1, 2008
Air Park Advisory Board

FROM: Gerry Bandy, Project Manager - Hanson Professional Services Inc.
Lisa Waters, Hanson Professional Services Inc.
Mike Carey, Kimley Horn and Associates, Inc.

SUBJECT: Recommended Alternative
Pompano Beach Air Park Master Plan Update

The consultant team presented the master plan update airside and landside alternatives to the Air Park Advisory Board and the community on March 18, 2008 at a community workshop. This was the study's second community workshop. The workshop was advertised in advance and well attended. Sign-in sheets documented 50 attendees, not including airport staff and the consultant team.

The purpose of the workshop was to update the status of the master plan process, review the forecasts and facility requirements, and present numerous airside and landside alternatives developed to meet the goals and objectives of the study and to satisfy anticipated future demand. Interim Report No. 2 provided extensive detail about each alternative. This memorandum presents a brief overview of the comments from the community and provides a description of the consultant team's recommended alternative.

Overview of Workshop Comments and Community Input

The following points highlight the principal comments and input received from the community. Follow-up actions by the consultant team are also provided.

1. The land use plan should consider well fields on the west side of the airport.

The location of well fields is under investigation. A map has been provided by Broward County and the City of Pompano Beach identifying the locations of certain water supply wells. This information will be documented in the master plan update final report and implications of their use and location will be considered.

2. What role does the FAA have in the determination of on-airport land uses, and specifically those shown as "future potential aviation land use"?

FAA will review and approve the Airport Layout Plan set (ALP), which will include a Land Use Plan. The land use plan will identify parcels within the airport boundaries that will be planned for future aviation and non-aviation uses. It will be important that this plan comply with the FAA/City Memorandum of Agreement effective October 1, 2007, and that it accommodates future aviation needs. The land use plan will show that all suitable vacant land will be made available for aviation use before other currently occupied parcels are impacted, such as Sand and Spurs and the municipal golf course. FAA approval would be required if the City were to transfer any airport land to the City directly or another entity for other than aviation uses.

3. The development of the Sand and Spurs parcel for aviation uses should only occur when no other area is available to meet aviation demand.

As noted under comment 2, the land use plan will show that all suitable vacant land will be made available for aviation use before other currently occupied parcels are impacted, such as Sand and Spurs and the municipal golf course.

4. Extending Runway 15 does not decrease the noise impacts associated with operations on that runway.

Data were collected in earlier phases of the planning process documenting runway use by aircraft type. These data, along with other information, were used as inputs for the FAA's Integrated Noise Model (INM). Because Pompano Air Park's operational aircraft fleet comprises predominantly smaller, single-engine and light twin aircraft, the analysis indicates that the benefit of the added runway length is minimized. A noise benefit is realized, however, when the added runway length is utilized for takeoffs by multi-engine and jet aircraft.

5. How will the closure of Runway 10-28 or 6-24 be phased, if either is included in the final master plan update recommendations?

Should either runway be recommended for closure, this will not occur until the existing pavement reaches a condition that is less than desirable for regular operations. Both Runway 10-28 and Runway 6-24 are asphalt runways in "fair" condition. Since FAA and FDOT do not normally assist airport sponsors with funding of the maintenance and rehabilitation of a third runway, it is anticipated that the third runway will remain operational only as long as pavement conditions allow. Regular inspections will determine runway conditions. The need for land for aviation uses associated with either closure will also be considered when demand arises.

6. How can the community get copies of the master plan documents?

Copies of Interim Report No. 1 and No.2 will be posted on the City's website and available for downloading by anyone interested.

7. What is the next step in the planning process?

The Air Park Advisory Board will consider all alternatives at their next regular meeting, scheduled for April 1, 2008. The consultant will provide a recommended alternative for AAB discussion. The AAB will recommend a final alternative to the City Commission. The consultant team and AAB will present this information to the City Commission at a future meeting. Following City Commission direction regarding a final recommended alternative, a financial plan and capital improvement program will be developed. This information will be presented to the City Commission for approval. The City will then submit the Master Plan Update and associated documentation to the FAA and FDOT for review and comment.

Consultant's Recommended Alternative

In consideration of the input received from the AAB and the community, and the technical review of the preliminary alternatives, the consultant team recommends the following:

- Extend Runway 15 by 500 feet and displace the landing threshold 340 feet. The Landing location on Runway 15 remains in the existing location resulting in no impacts on residential areas northwest of the airport.
- Displace threshold on Runway 33 by 340 feet to provide proper clearance over N.E. 10th Street.
- Extend parallel taxiway D to the new runway 15 end at 240-foot runway centerline-to-taxiway centerline separation.
- Reduce runway widths to FAA design standards: Rwy 15-33 to 100 feet (with 25-foot shoulders), Rwy 10-28 to 75 feet (with 25-foot shoulders).
- Realign taxiway D to meet FAA's 240-foot runway centerline-to-taxiway centerline separation requirement. Realignment of taxiway D would occur when existing taxiway has deteriorated to a point where it requires rehabilitation/replacement. Add exit taxiways.
- Construct a new parallel taxiway and exits on the east side of Runway 15-33 to serve future aviation land uses (golf course area). New taxiway would be shown as "ultimate" on the ALP and phased in the 20-year or beyond 20-year planning period.
- Extend Runway 10 by 298 feet and displace threshold, to satisfy FAA design standards for crosswind runways.
- Extend and realign taxiway K to a 240-foot runway centerline-to-taxiway centerline separation.
- Construct a new north parallel taxiway for Runway 10-28 in future years to support potential infield development.
- No planned immediate uses for arboretum or conservation area.
- Show Sand and Spurs, parcel Y, golf course area adjacent to the airfield and adjoining infield areas as potential future aviation development. Aviation use of Sand and Spurs and golf course property is assumed to occur only after all other suitable vacant parcels have been depleted and when demand necessitates.

- Show Parcel X and area opened by closure of Runway 6 end and 24 end as future aviation development.

This recommendation is based upon the following points:

1. Any combination of runways including Runway 15-33 provides 95% wind coverage, which is a criterion of the FAA for runway safety. Under such circumstances, FAA, and possibly FDOT, will not participate in funding maintenance and other capital improvement costs associated with three intersecting runways.
2. Existing and future aviation demand and fleet mix projections do not warrant the need for three runways.
3. The recommended alternative (intersecting "V" versus midfield intersecting runways) provides improved airfield layout from a capacity and land use planning standpoint.
4. Air Traffic Control Tower reports that Runway 6-24 is the least used runway (approximately 15 %) and has the most conflicts with Fort Lauderdale Executive Airport (FXE) traffic.
5. Improved opportunities for landside aviation expansion.
6. Based on the Agreement between the City of Pompano Beach and the Federal Aviation Administration the future long term needs of the Air Park would be greatly enhanced with the recommended alternative. This alternative depicts best use of the aviation parcels by planning for increased revenues to the Air Park enterprise fund to assist in the operating costs and capital improvements outlined in the Agreement.

Hanson Professional Services, Inc.

RECEIVED

APR 8 2008

File 0720044

Location _____

AIR PARK ADVISORY BOARD MEMORANDUM

08-02

DATE: April 2, 2008

TO: City Commission

FROM: Air Park Advisory Board

SUBJECT: RECOMMENDED ALTERNATIVES-Air Park Master Plan Update

At the meeting of the Air Park Advisory Board held on April 1, 2008, the Board discussed the recommended ALTERNATIVES from Interim Report No. 2 of the Air Park Master Plan Update.

After considerable discussion with Lisa Waters of Hanson Professional Services, Michael Carey of Kimley Horn Associates and members of the public, the Board recommends, by a vote of 5/1, approval of a "hybrid" alternative we have called ALTERNATIVE 6 which would provide as follows:

- 1) Keep all runways open.
- 2) Maintain the taxiway on the north side.
- 3) Add the Runway 10-28 extension (displaced threshold).
- 4) Provide displaced threshold on Runway 15.

This new ALTERNATIVE 6 would also include two phased recommendations as follows:

- a) Maintain Runway 6-24 until additional land is required, or until maintenance and costs so dictate.
- b) Develop the east taxiway on Runway 15-33 when development is needed.

DR. PHIL DESANTIS

Dr. Phil DeSantis
Chairman
Air Park Advisory Board



Pompano Beach Air Park Master Plan Update

Community Briefing

May 5, 2008



Topics of Discussion

- **Primary Tasks to Date**
- **Air Park Advisory Board and Consultant Team Recommended Alternative**
- **Next Steps**





Master Plan Elements

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

* - Indicates task completed.

** - Indicates task in progress.



Forecast Summary

Year	Component of Activity			
	Based	Operations		
	Aircraft	Total	Itinerant	Local
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, Max. Take Off Weight (MTOW) greater than 12,500 lbs.





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 Air Park 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.



"Typical" Aircraft





Analysis of Alternatives

- **Includes airside, landside, land use**
- **Focuses upon feasible alternatives within context of local goals and objectives**
 - **PMP is a "community airport" supporting local general aviation demand**
 - **Safety is the priority**
- **Tasks include identification, evaluation, and selection of recommended alternative**



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**





Highlights of Community Input Landside Facility Requirements

- Develop aviation lands necessary to be self-sufficient
- Consider wellfields on west perimeter when improving these areas
- Develop Sand & Spurs for future aviation use only when no other area is available to meet aviation demand
- Develop golf course areas identified for future aviation use only necessary to meet aviation demand



Nonstandard Airfield Conditions

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





Highlights of Community Input Airside Facility Requirements

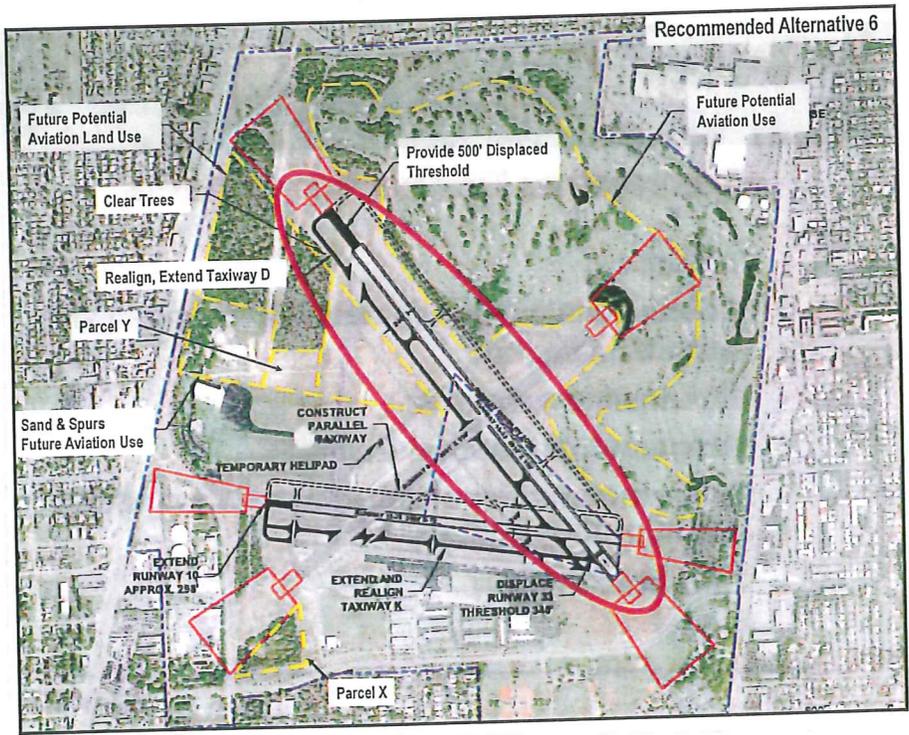
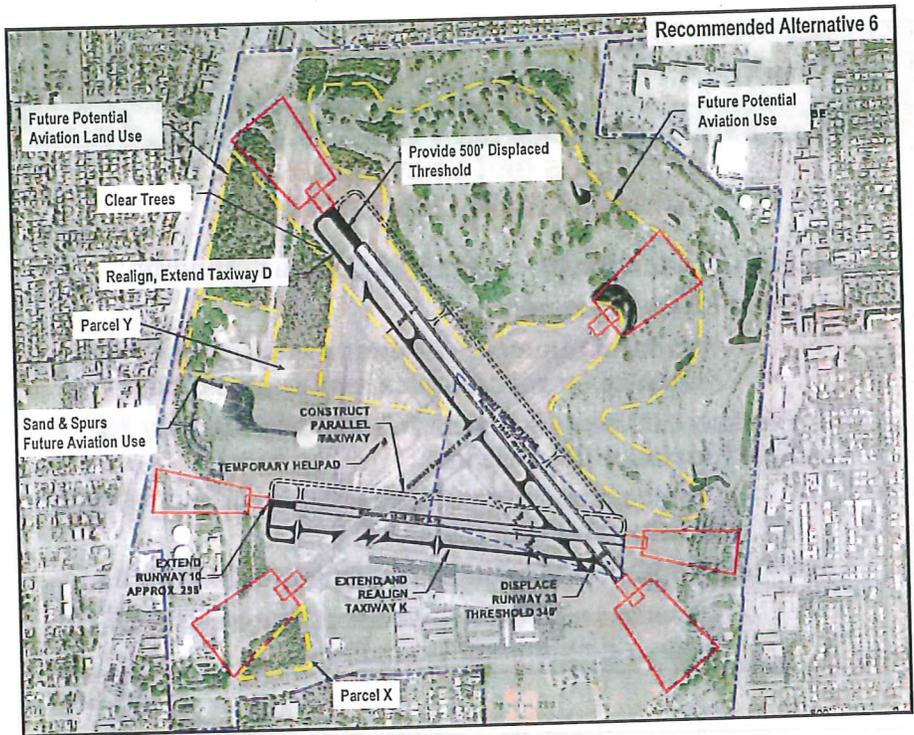
- **Safety is the priority – meet FAA design standards**
- **Keep all runways open**
 - **Maintain Runway 6-24 until additional land is required, or maintenance and costs dictate**
- **Provide a 298 foot displaced threshold to Runway 10 when Runway 6-24 is closed**
 - **Provide a north taxiway for Runway 10-28 when development is needed**
- **Provide a 500 foot displaced threshold to Runway 15**
 - **Provide a new taxiway east of Runway 15-33 when development is needed**



Alternatives Evaluation Criteria

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

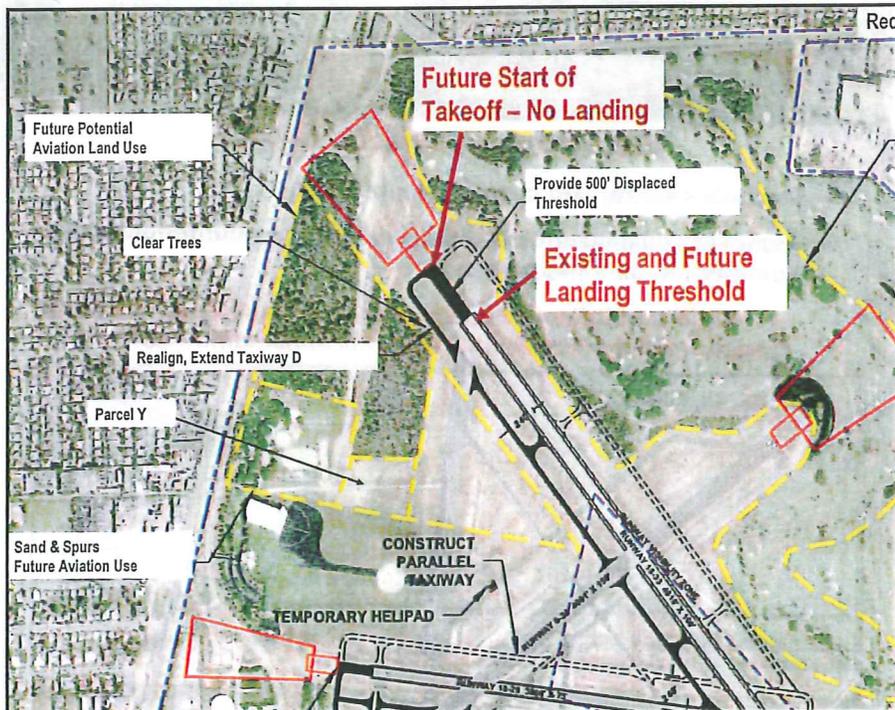






Highlights of Recommended Alternative 6

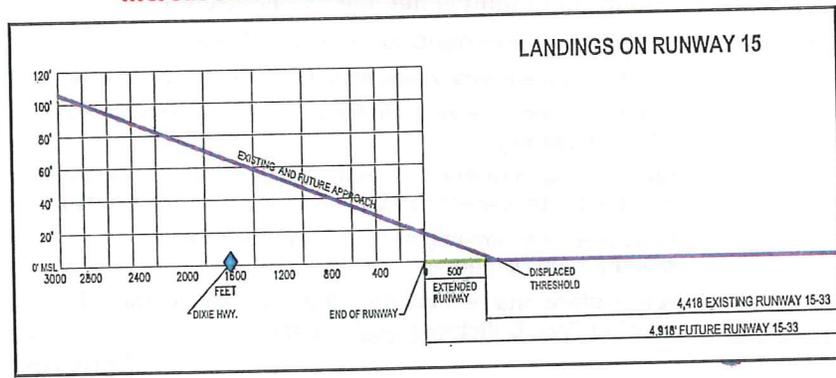
- Meets FAA design standards (safety)
- Keeps all runways open until least used runway (6-24) is to costly to maintain or land is needed for aviation uses
- Improvements recommended for Runway 15-33
 - Maintain pavements in accordance with FAA standards
 - 340' displaced threshold on Rwy. 33 end to remain clear of 10th Ave. (safety)
 - 500' extension to Rwy. 15 end to recover landing distance lost due to displaced threshold on Rwy 33 end (safety)
 - Provide a new taxiway east of Rwy. 15-33 when development is needed
 - Rehabilitate and realign Twy. D when cost to maintain existing Twy. D dictates, add 2 exits





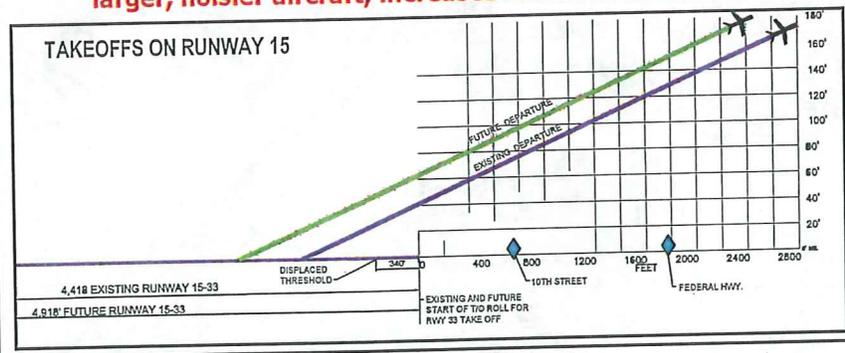
Recommended Alternative 6

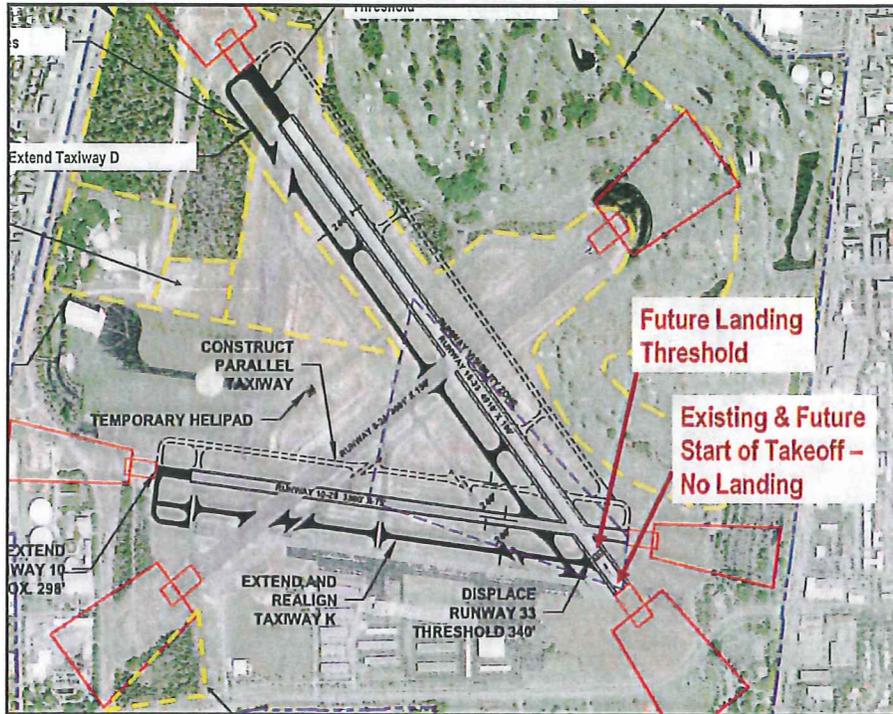
- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Aircraft land at the same location on Runway 15; No increased noise over Leisureville



Recommended Alternative 6

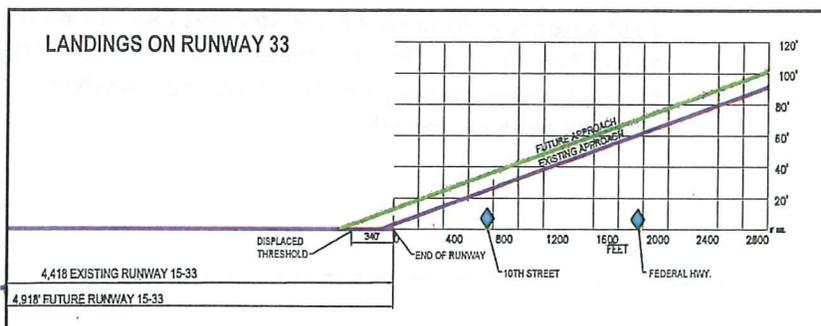
- Promotes safety and compatible land use
- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Additional takeoff length on Rwy. 15 end does not allow larger, noisier aircraft; increases altitudes on takeoff

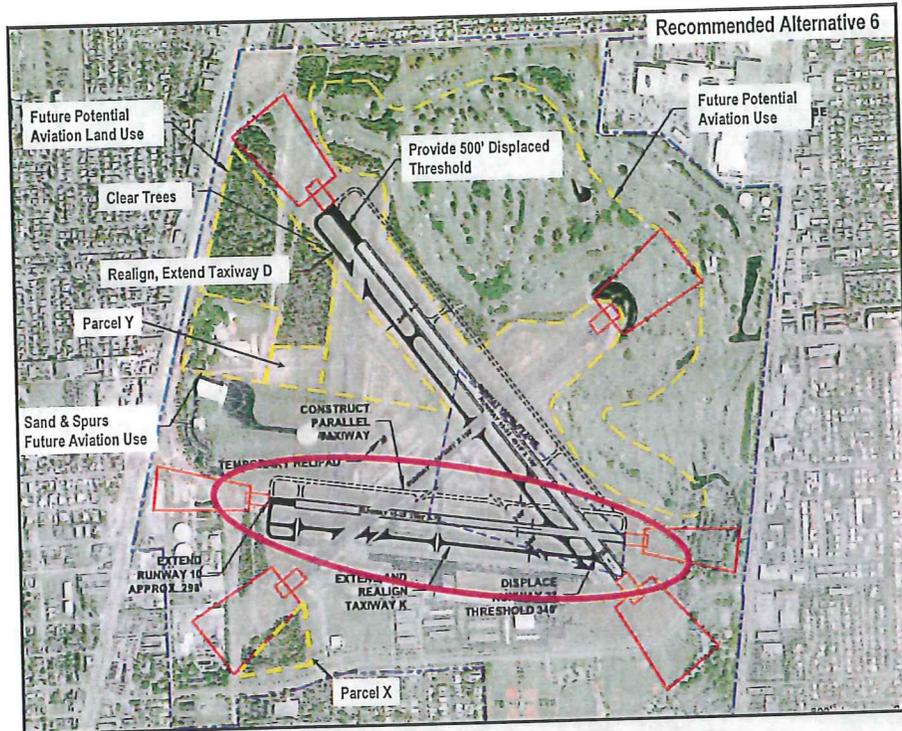




Recommended Alternative 6

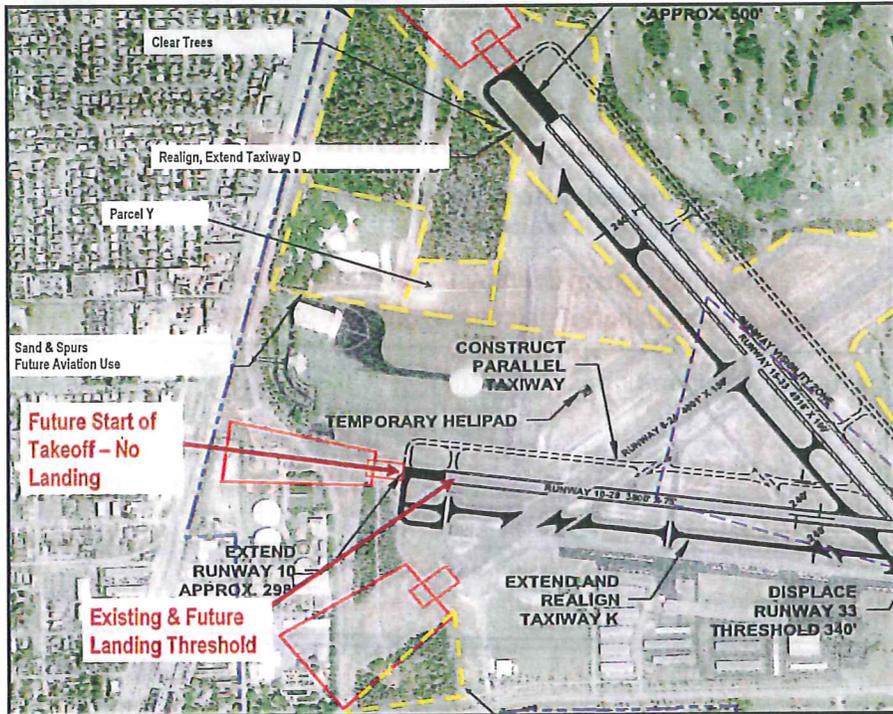
- **Removing displaced thresholds will require additional study, Commission and FAA approval**
 - **Aircraft land 340' NW of current at the same location on Runway 33; increases altitudes over areas east**





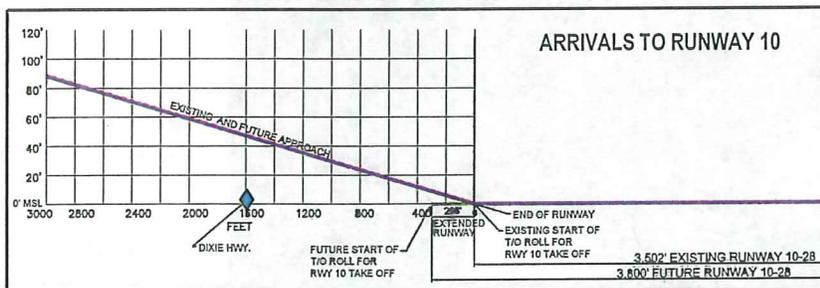
Highlights of Recommended Alternative 6

- **Improvements recommended for Runway 10-28**
 - Maintain pavements in accordance with FAA standards
 - Realign Twy. K to meet FAA separation standards (safety)
 - 298' extension to Rwy. 10 end to meet FAA standards when Rwy. 6-24 is closed, and extend TWY K (safety)
 - Provide a new taxiway north of Rwy. 10-28 when development is needed



Recommended Alternative 6

- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Aircraft land at the same location on Runway 10; No increased noise over areas east of Runway 10

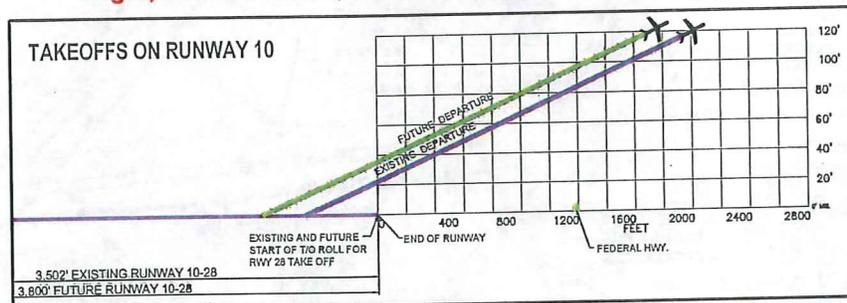




Recommended Alternative 6

- Removing displaced thresholds will require additional study, Commission and FAA approval

- Additional takeoff length on Rwy. 10 end does not allow larger, noisier aircraft; increases altitudes on takeoff



3,502' EXISTING RUNWAY 10-28
3,800' FUTURE RUNWAY 10-28



Recommended Alternative 6 2027 Noise Exposure Contours

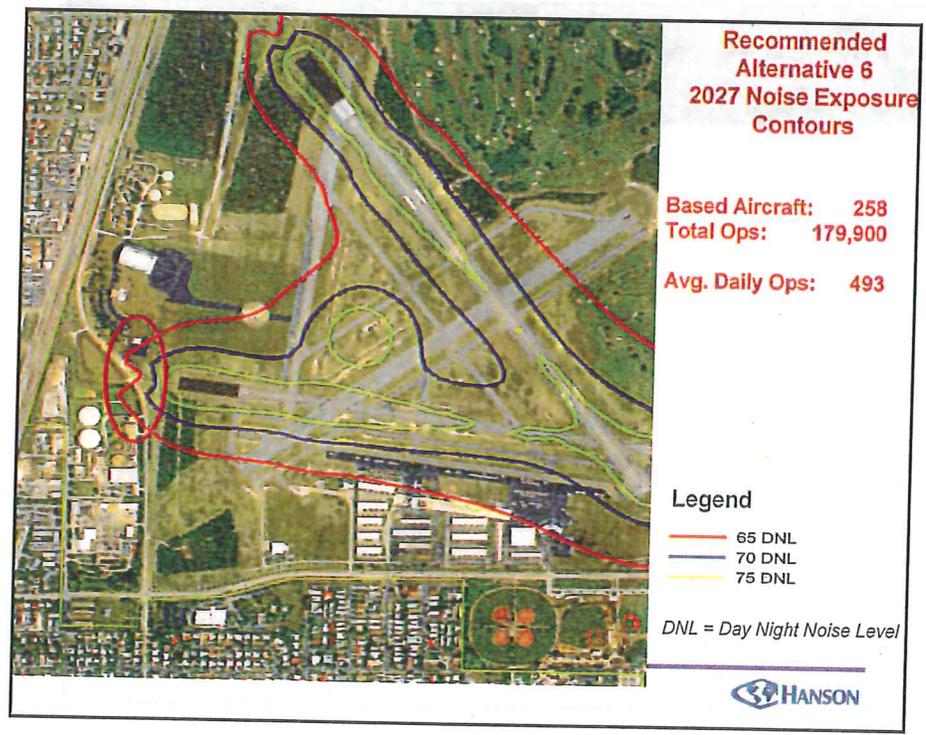
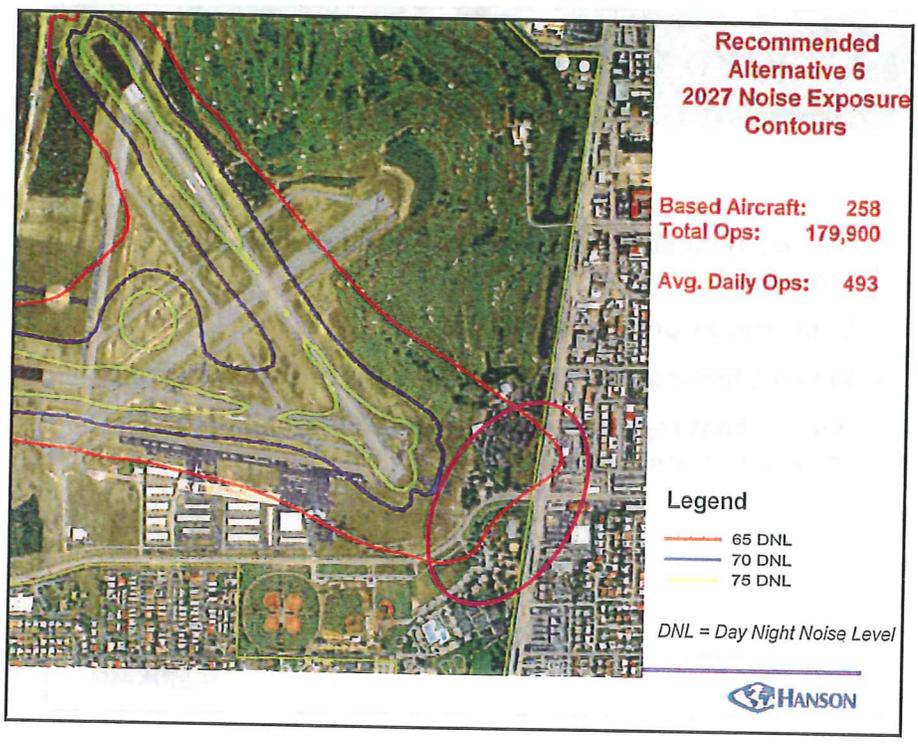
Based Aircraft: 258
Total Ops: 179,900
Avg. Daily Ops: 493

Legend

- 65 DNL
- 70 DNL
- 75 DNL

DNL = Day Night Noise Level







Next Steps

- Finalize financial plans and capital improvement program
- Complete Airport Layout Plans
- Present findings to City Commission for final adoption
- Submit final report and drawings to FAA and FDOT for review and comment



Questions and Answers



CITY OF POMPANO BEACH CITY COMMISSION MEETING

AGENDA NO. 2008-19

DATE: MAY 13, 2008

TIME: 7:00 P.M.

LAMAR FISHER

Mayor

E. PAT LARKINS

Vice Mayor – District 4

BARRY DOCKSWELL

City Commissioner – District 1

CHARLOTTE BURRIE

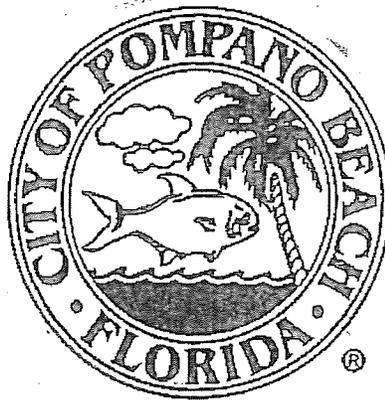
City Commissioner – District 2

REX HARDIN

City Commissioner – District 3

GEORGE BRUMMER

City Commissioner – District 5



Keith Chadwell

City Manager

Gordon B. Linn

City Attorney

Mary L. Chambers

City Clerk

Meetings Are Held in Commission Chambers

City Hall, 100 W. Atlantic Boulevard

954-786-4600

REGULAR AGENDA - CONTINUED

22. Consideration of a change order in the amount of \$23,580 to pay for additional maintenance to the amphitheater roof cone support structures. This maintenance consists of grinding rust, priming and painting the structures to prevent further deterioration.

(Staff Contact: Tammy Good/Helen Gray)

23. Consideration of funding source for the construction and operation of a dog park.

TABLED: APRIL 22, 2008

(Staff Contact: Robert A. McCaughan)

24. Request the City Commission to approve the Air Park Advisory Board's "Recommended Alternative 6" for the Air Park Master Plan Update.

(Staff Contact: Steve Rocco/Robert A. McCaughan)

REPORTS

City Manager
City Attorney
City Clerk
Internal Auditor
City Commission

ADJOURNMENT



City of Pompano Beach, Florida

Names of Commrs.	M	S	Y	N
ROLL CALL				
Brummer	x		x	
Burrie		x	x	
Dockswell			x	
Hardin			x	
Larkins				
Fisher			x	

CITY COMMISSION MEETING MINUTES MAY 13, 2008

PAGE 33

REGULAR ITEMS - CONTINUED

In pursuing this option, it will take many weeks to do that and he wanted to be sure to the City Commission and the public. Then, in requesting to strike, they are not dismissing their obligation to pursue the best options as it relates to that point. Rather, they are simply requesting time to continue the due diligence relative to those options hopefully will bring back a solution that will, at a minimum, solve at least one half of those things that have been controversial about this subject.

MOTION: To strike the item.

TAPE 1 - 4,297 ITEM 24

Request the City Commission to approve the Air Park Advisory Board's "Recommended Alternative 6" for the Air Park Master Plan Update.

Steve Rocco, Airport Manager, stated that over the course of years, there have been several meetings in preparing the Air Park Master Plan Update with input from the community as well as the Air Park Advisory Board. Additionally, as part of the recommended alternatives to the Federal Aviation Administration (FAA) for the future of the Pompano Beach Air Park, the City Commission will be presented with the Air Park Advisory Board recommendations.

Lisa Waters, Senior Aviation Planner of Hanson Professional Services, Inc., introduced Michael Carey of Kimley Horn & Associates and Mike Belzelwicz who also participated in the study with Kimley Horn & Associates.



City of Pompano Beach, Florida

Names of Commrs.	M	S	V Y	V N
<p>CITY COMMISSION MEETING MINUTES MAY 13, 2008</p> <p>PAGE 34</p> <p><u>REGULAR ITEMS – CONTINUED</u></p> <p>Ms. Waters reviewed the Topic of Discussion as follows:</p> <ul style="list-style-type: none"> ▫ Primary Tasks of the Air Park Master Plan Update ▫ Community Input/Involvement ▫ Air Park Advisory Board Recommendations ▫ Next Steps of the Study <p>The Master Plan Elements include the following:</p> <ul style="list-style-type: none"> ▫ Airport Requirements (Completed) <ul style="list-style-type: none"> - Existing Facilities and Forecasts of Aviation Demand Included in Interim Report No. 1 ▫ Analysis of Alternatives (Completed) <ul style="list-style-type: none"> - Airside and Landside Included in Interim Report No. 2 ▫ Environmental Review (Completed) <ul style="list-style-type: none"> - Included in Interim Report No. 2 ▫ Airport Plans (In Progress) <ul style="list-style-type: none"> - These plans include financial plans and final report. ▫ Financial Plans (In Progress) ▫ Reports and Plans (In Progress) <p>Ms. Waters noted community input was a very important part of this process. The Air Park Advisory Board had its kick-off meeting on the Master Plan Update on March 6, 2007. Subsequently, there were a number of Air Park Advisory Board Meetings, which were relatively well attended. A Community Workshop Meeting was held in June and February. A City Commission Workshop was also held in February. A Community Workshop was held on March 18, 2008, which was well attended and a Community Briefing with Leisureville residents on May 5, 2008.</p> <p>Ms. Waters noted that the Master Plan, in its recommendation, does not invite any changes in the use of the airport by its current fleet. In other words, they do not expect a dramatic change of any sort in the types of aircrafts using the airport in the next 20 years, which is the timeframe of this Master Plan.</p>				



MEMORANDUM

TO: Mayor Lamar Fisher
Vice-Mayor E. Pat Larkins
Commissioner George Brunner
Commissioner Charlotte Burrie
Commissioner Rex Hardin
Commissioner Barry "Doc" Dockswell
Keith Chadwell, City Manager

DATE: May 13, 2008

THRU: Rob McCaughan, Public Works Director
Steve Rocco, Airport Manager

FROM: Lisa Waters, Sr. Aviation Planner

SUBJECT: Pompano Beach Air Park Master Plan Update

The consultant team presented the master plan update airside and landside alternatives to the Air Park Advisory Board and the community on March 18, 2008 at a community workshop. This was the study's second community workshop. The workshop was advertised in advance and well attended. Sign-in sheets documented 50 attendees, not including airport staff and the consultant team.

The purpose of the workshop was to update the status of the master plan process, review the forecasts and facility requirements, and present numerous airside and landside alternatives developed to meet the goals and objectives of the study and to satisfy anticipated future demand. Interim Report No. 2 provided extensive detail about each alternative. This report, along with Interim Report No. 1¹, has been posted on the city's web page for community access.

The Air Park Advisory Board met on April 1, 2008, reviewed the comments and input received during the workshop, and developed a recommendation (Alternative 6) for future Air Park improvements. The attached Air Park Advisory Board Memorandum (#08-02) outlines the Board's recommendation. The improvements recommended in Alternative 6 are depicted on the attached Figure 6 and are described below:

¹ This report provided forecasts of aviation demand, results of the capacity analysis, and descriptions of the determinations of facility requirements for the Air Park. The data and information contained in Interim Report No. 1 were presented to the City Commission during their workshop with the consultant team on February 4, 2008.

- Extend Runway 15 by 500 feet and displace the landing threshold 340 feet. The landing threshold on Runway 15 will remain in the existing location resulting in no impacts on residential areas northwest of the airport, including Liesureville and other residential areas near the approach end of Runway 15. The additional 500 feet of runway available for takeoff on Runway 15 will allow aircraft to climb to a higher altitude over Air Park property before over flying residential, recreational and commercial areas southeast of the Air Park.
- Displace threshold on Runway 33 by 340 feet to provide proper clearance over N.E. 10th Street.
- Extend parallel taxiway D to the new runway 15 end at 240-foot runway centerline-to-taxiway centerline separation.
- Reduce runway widths to FAA design standards: Rwy 15-33 to 100 feet (with 25-foot shoulders), Rwy 10-28 to 75 feet (with 25-foot shoulders).
- Realign Taxiway D to meet FAA's 240-foot runway centerline-to-taxiway centerline separation requirement. Realignment of Taxiway D would occur when existing taxiway has deteriorated to a point where it requires rehabilitation/replacement. Construct exit Taxiways G and H.
- Construct a new parallel taxiway and exits on the east side of Runway 15-33 to serve future aviation land uses (golf course area). New taxiway would be shown as "ultimate" on the ALP and phased in the 20-year or beyond 20-year planning period as development of the future aviation land uses dictate.
- Extend Runway 10 by 298 feet and displace threshold, to satisfy FAA design standards for crosswind runways. The landing threshold on Runway 10 will remain in the existing location resulting in no impacts on residential and commercial areas west of the airport. The additional 298 feet of runway available for takeoff on Runway 10 will allow aircraft to climb to a higher altitude over Air Park property before over flying residential, recreational and commercial areas east of the Air Park.
- Extend and realign Taxiway K to a 240-foot runway centerline-to-taxiway centerline separation.
- Construct a new north parallel taxiway for Runway 10-28 in future years to support potential infield development. New taxiway would be shown as "ultimate" on the ALP and phased in the 20-year or beyond 20-year planning period as development of the future aviation land uses dictate.
- No planned immediate uses for arboretum or conservation area.
- Show Sand and Spurs, parcel Y, golf course area adjacent to the airfield and adjoining infield areas as potential future aviation development. Aviation use of Sand and Spurs and golf course property is assumed to occur only after all other suitable vacant parcels have been depleted and when demand necessitates.
- Close Runway 6-24 when the need arises for developable property or maintenance and rehabilitation costs dictate.
- Show Parcel X and areas opened by closure of Runway 6 - 24 as future aviation development.

This recommendation is based upon the following points:

1. As shown in the table below, any combination of runways including Runway 15-33 provides 95% wind coverage, which is a criterion of the FAA for runway safety. Under such circumstances, FAA, and possibly FDOT, will not participate in funding maintenance and other capital improvement costs associated with three intersecting runways.

Runway Wind Coverage			
	Wind Speed (kts)		
	10 kts.	13 kts.	16 kts.
Current Condition (3 Runways)	99.9%	99.9%	100%
Close Runway 6-24 (2 Runways)	97.9%	99.5%	99.9%
Close Runway 10-28 (2 Runways)	99.1%	99.8%	99.9%

2. Existing and future aviation demand and fleet mix projections do not warrant the need for three runways.
3. The recommended alternative (intersecting "V" versus midfield intersecting runways) provides improved airfield layout from a capacity and land use planning standpoint.
4. Air Traffic Control Tower and Air Park users report that Runway 6-24 is the least used runway and has the most conflicts with Fort Lauderdale Executive Airport (FXE) traffic. Runway use is shown in the table below:

Runway Utilization	
	Runway Use
Runway 15-33	55% (+)
Runway 10-28	30% (+)
Runway 6-24	15% (-)

5. Improved opportunities for landside aviation expansion.
6. Based on the Agreement between the City of Pompano Beach and the Federal Aviation Administration the future long term needs of the Air Park would be greatly enhanced with the recommended alternative. This alternative depicts the best use of the aviation parcels by planning for increased revenues to the Air Park enterprise fund to assist in the operating costs and capital improvements outlined in the Agreement.

The consultant team and Airport Staff has prepared this information for the City Commission in preparation for an upcoming Commission meeting in May 2008. The objective of the May meeting is to obtain Commission approval of the Air Park Advisory Boards recommended alternative. Following Commission action, the final elements of the Air Park Master Plan Update can be completed. These include the Airport Plan Set, economic impact study, and financial plans. The final report will be brought back to the Commission for approval prior to submittal to the FAA for review and comment.

cc: Helen Gray, City Engineer

Hanson Professional Services, Inc.

RECEIVED

APR 8 2008

AIR PARK ADVISORY BOARD MEMORANDUM

File 0720044

08-02

Location _____

DATE: April 2, 2008

TO: City Commission

FROM: Air Park Advisory Board

SUBJECT: RECOMMENDED ALTERNATIVES-Air Park Master Plan Update

At the meeting of the Air Park Advisory Board held on April 1, 2008, the Board discussed the recommended ALTERNATIVES from Interim Report No. 2 of the Air Park Master Plan Update.

After considerable discussion with Lisa Waters of Hanson Professional Services, Michael Carey of Kimley Horn Associates and members of the public, the Board recommends, by a vote of 5/1, approval of a "hybrid" alternative we have called ALTERNATIVE 6 which would provide as follows:

- 1) Keep all runways open.
- 2) Maintain the taxiway on the north side.
- 3) Add the Runway 10-28 extension (displaced threshold).
- 4) Provide displaced threshold on Runway 15.

This new ALTERNATIVE 6 would also include two phased recommendations as follows:

- a) Maintain Runway 6-24 until additional land is required, or until maintenance and costs so dictate.
- b) Develop the east taxiway on Runway 15-33 when development is needed.

DR. PHIL DESANTIS
Dr. Phil DeSantis
Chairman
Air Park Advisory Board



Pompano Beach Air Park Master Plan Update

Commission Briefing

May 13, 2008



Topics of Discussion

- **Primary Tasks to Date**
- **Community Input**
- **Air Park Advisory Board and Consultant Team Recommended Alternative**
- **Next Steps**





Master Plan Elements

- **Airport Requirements ***
 - ✓ Existing Facilities and Forecasts of Aviation Demand
 - **Analysis of Alternatives ***
 - ✓ Airside and Landside
 - **Environmental Review ***
 - **Airport Plans ****
 - **Financial Plans ****
 - **Reports and Plans****
- * - Indicates task completed.
** - Indicates task in progress.



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
 - **March 18, 2008**, Alternatives and Environmental Review
 - **April 1, 2008**, Recommended Alternatives
- **June 5, 2007**, Community Workshop
- **February 4, 2008**, City Commission Workshop
- **March 18, 2008**, Community Workshop
- **May 5, 2008**, Leisureville Community Briefing





“Typical” Aircraft



Existing Conditions 2006 Noise Exposure Contours

Based Aircraft: 159
Total Ops: 101,686
Avg. Daily Ops: 279

*FAA Standard: All land uses
outside the 65 DNL are
considered compatible with
Air Park operations.*

Legend

— 65 DNL
— 70 DNL
— 75 DNL

DNL = Day Night Noise Level





Analysis of Alternatives

- Includes airside, landside, land use
- Focuses upon feasible alternatives within context of local goals and objectives
 - PMP is a "community airport" supporting local general aviation demand
 - Safety is the priority
- Tasks include identification, evaluation, and selection of recommended alternative



Alternatives Evaluation Criteria

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



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





Highlights of Community Input Landside Facility Requirements

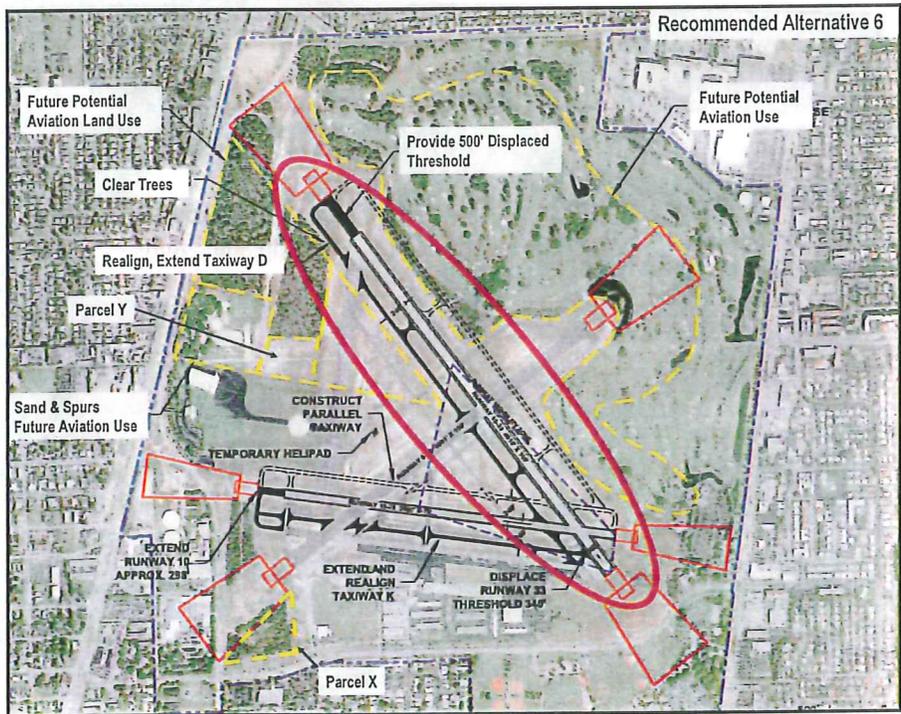
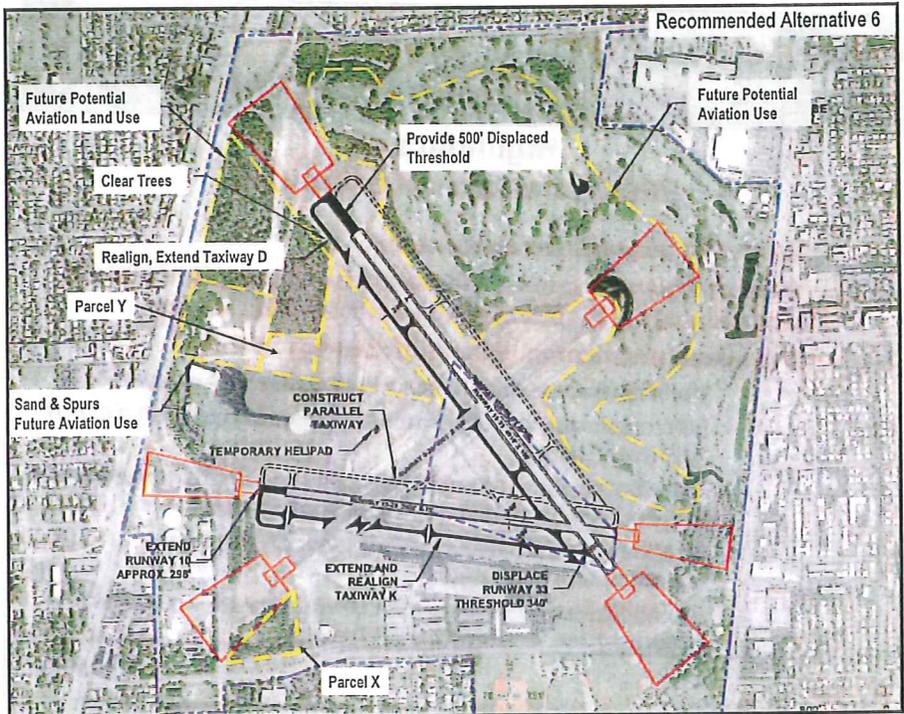
- **Develop aviation lands necessary to be self-sufficient**
- **Consider wellfields on west perimeter when improving these areas**
- **Develop Sand & Spurs for future aviation use only when no other area is available to meet aviation demand (complies with FAA MOA)**
- **Develop golf course areas identified for future aviation use only necessary to meet aviation demand (complies with FAA MOA)**



Highlights of Community Input Airside Facility Requirements

- **Safety is the priority – meet FAA design standards**
- **Keep all runways open**
 - **Maintain Runway 6-24 until additional land is required, or maintenance and costs dictate**
- **Provide a 298 foot displaced threshold to Runway 10 when Runway 6-24 is closed**
 - **Provide a north taxiway for Runway 10-28 when development is needed**
- **Provide a 500 foot displaced threshold to Runway 15**
 - **Provide a new taxiway east of Runway 15-33 when development is needed**

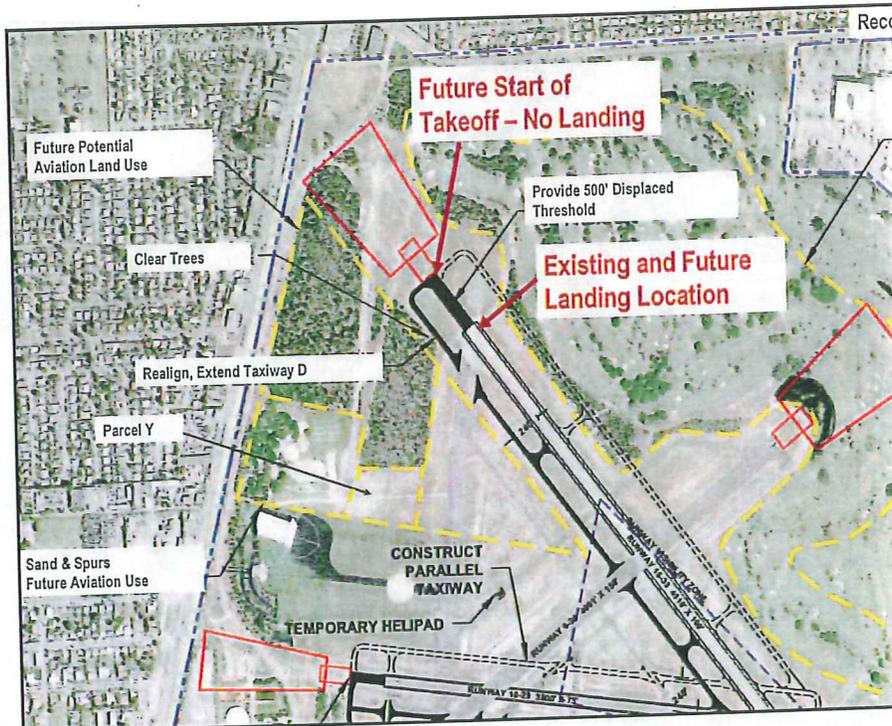






Highlights of Recommended Alternative 6

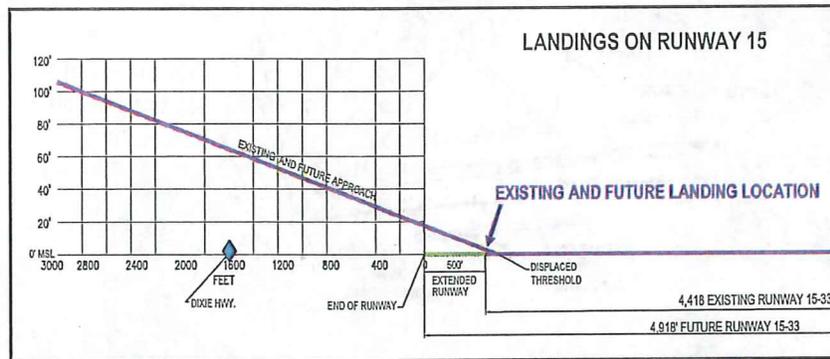
- Meets FAA design standards (safety)
- Keeps all runways open until least used runway (6-24) is to costly to maintain or land is needed for aviation uses
- Improvements recommended for Runway 15-33
 - Maintain pavements in accordance with FAA standards
 - 340' displaced threshold on Rwy. 33 end to remain clear of 10th Ave. (safety)
 - Add 500' to Rwy. 15 end to recover landing distance lost due to displaced threshold on Rwy 33 end (safety)
 - Provide a new taxiway east of Rwy. 15-33 when development is needed
 - Rehabilitate and realign Twy. D when cost to maintain existing Twy. D dictates, add 2 exits





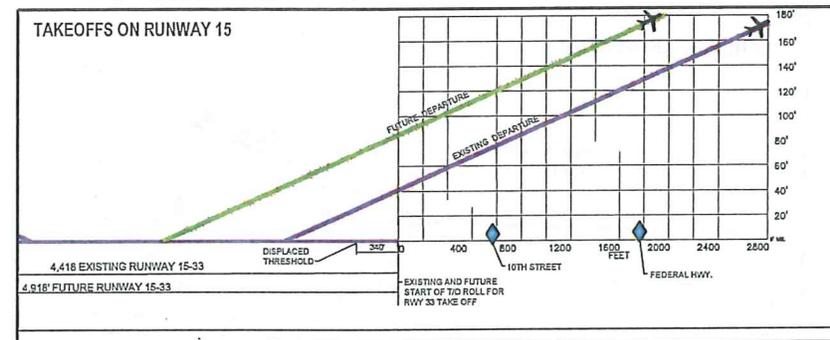
Recommended Alternative 6

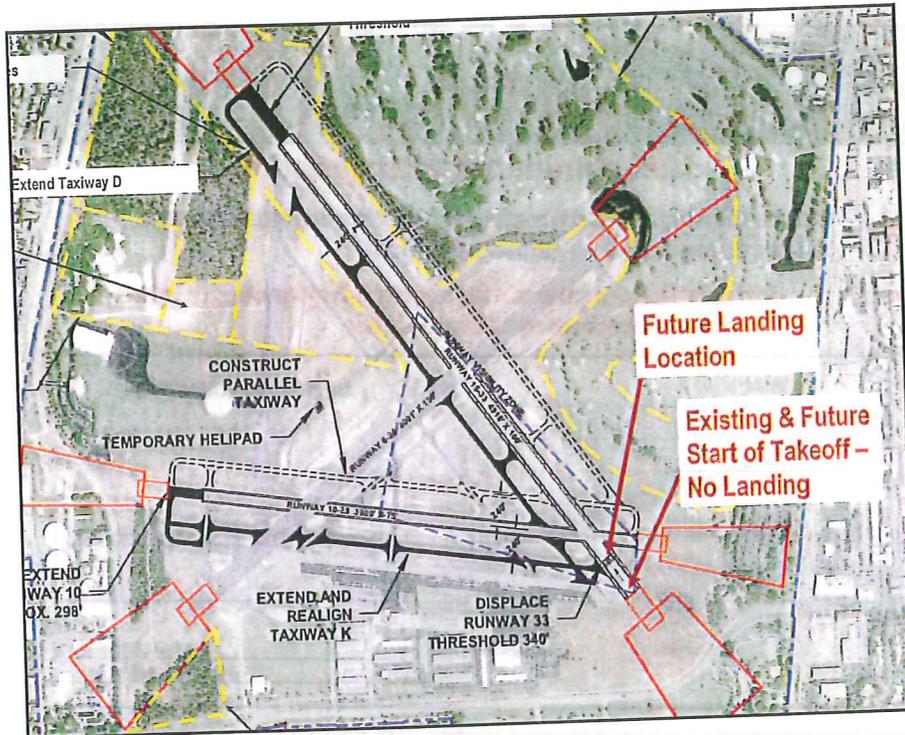
- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Aircraft land at the same location on Runway 15; No increased noise over Liesureville



Recommended Alternative 6

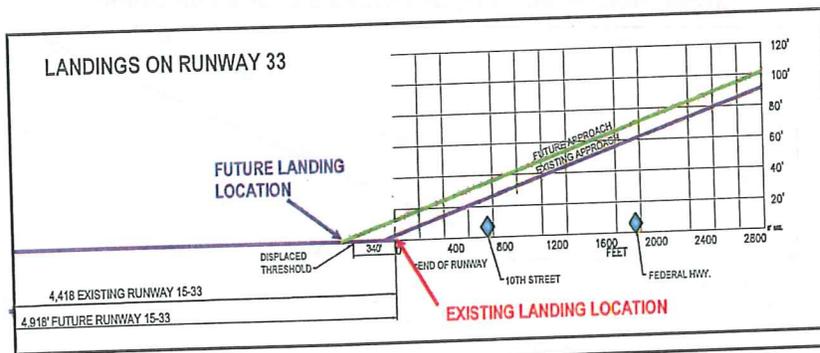
- Promotes safety and compatible land use
- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Additional takeoff length on Rwy. 15 end does not allow larger, noisier aircraft; increases altitudes on takeoff

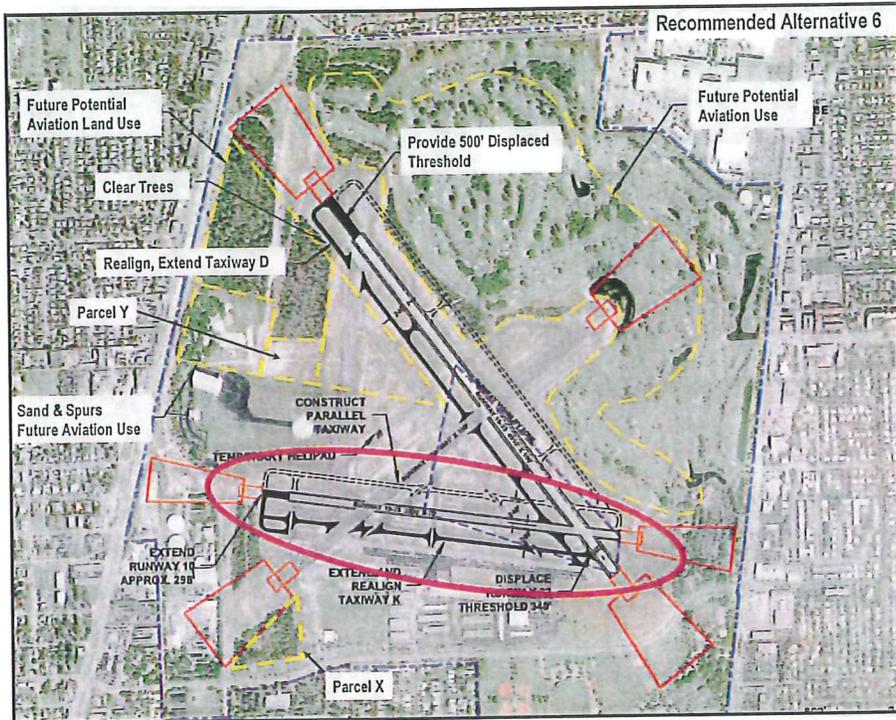




Recommended Alternative 6

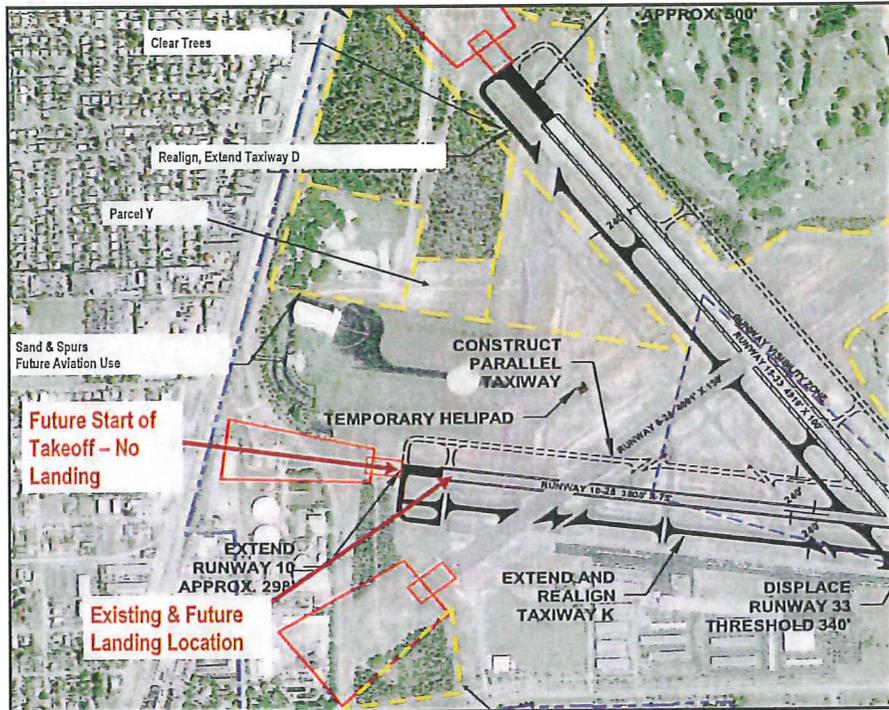
- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Aircraft land 340' NW of current location on Runway 33; increases altitudes over areas southeast





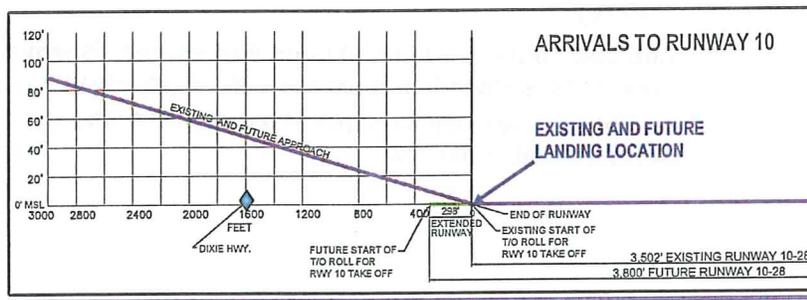
Highlights of Recommended Alternative 6

- **Improvements recommended for Runway 10-28**
 - Maintain pavements in accordance with FAA standards
 - Realign Twy. K to meet FAA separation standards (safety)
 - Add 298' to Rwy. 10 end to meet FAA standards when Rwy. 6-24 is closed, and extend TWY K (safety)
 - Provide a new taxiway north of Rwy. 10-28 when development is needed



Recommended Alternative 6

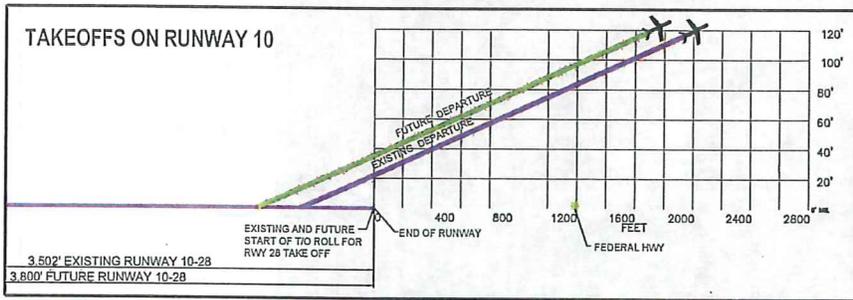
- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Aircraft land at the same location on Runway 10; No increased noise over areas east of Runway 10





Recommended Alternative 6

- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Additional takeoff length on Rwy. 10 end does not allow larger, noisier aircraft; increases altitudes on takeoff



Recommended Alternative 6 2027 Noise Exposure Contours

Based Aircraft: 258
Total Ops: 179,900
Avg. Daily Ops: 493

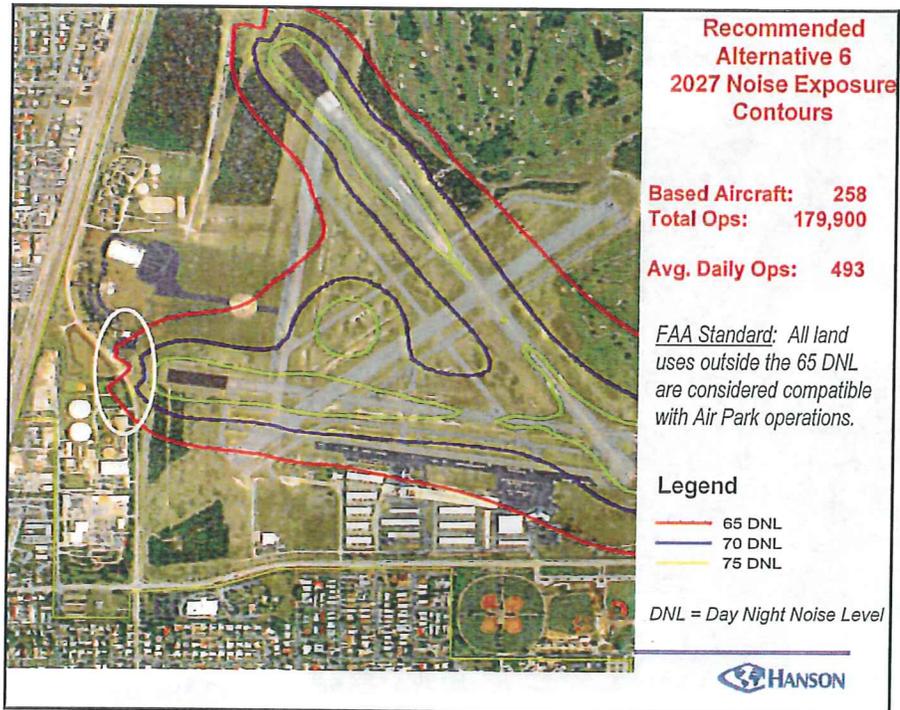
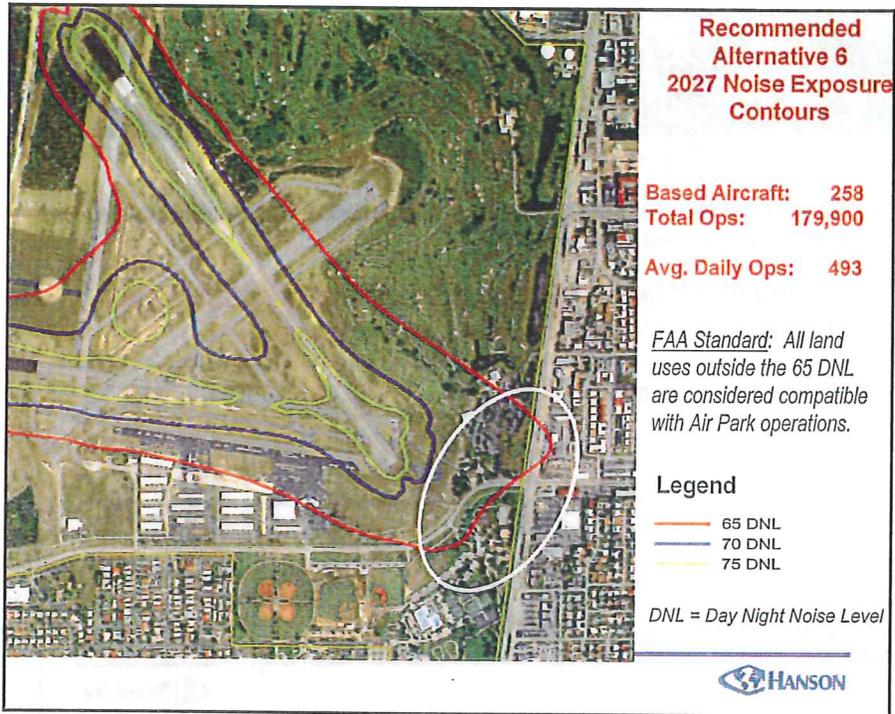
FAA Standard: All land uses outside the 65 DNL are considered compatible with Air Park operations.

Legend

- 65 DNL
- 70 DNL
- 75 DNL

DNL = Day Night Noise Level







Next Steps

- Finalize financial plans and capital improvement program
- Complete Airport Layout Plans
- Present findings to City Commission for final adoption
- Submit final report and drawings to FAA and FDOT for review and comment



Questions and Answers



CITY OF POMPANO BEACH
BROWARD COUNTY
FLORIDA



AIR PARK ADVISORY BOARD
Commission Chambers Conference Room

June 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
Hazel Armbrister
Stephen Holmes
Russell Reichmann

Also present were:

Steve Rocco
Don McNiel
Rob McCaughan
Lisa Waters
Mike Carey

NOTE: No word was received from Patricia Flynn concerning her absence from today's meeting.

* * * * *

APPROVAL OF THE MINUTES

MOTION was made by Alfred Ritter and seconded by Russell Reichmann that the minutes of the meeting of June 3, 2008, be approved as submitted.

All voted in favor of the above motion.

* * * * *

AIR PARK MASTER PLAN UPDATE

Ms. Waters advised the Board she went before the City Commission in May and she brought a copy of the recommended alternative approved by the Air Park Advisory Board. The City Commission supported the Board's recommended alternative.

Ms. Water explained minor changes were made to Chapter 4 to summarize the Board's recommendation and City Commission comments. She is present tonight to review Chapter 6 (Airport Plans) and Chapter 7 (Financial Plan) of the Air Park Master plan Update. Chapter 6 presents the drawings needed to present the recommendations made by the Board and City Commission with respect to the existing Air Park geometry and the ultimate Air Park Development Plan. Chapter 7 describes recommended development at the Air Park for the 20 year planning period utilizing FAA guidelines and is grouped into three phases:

Short Term	(1 to 5 years)
Intermediate Term	(5 to 10 years)
Long Term	(10 to 20 years)

Chapter 7 also provides a preliminary set of recommendations pertaining to priorities for implementation of projects insofar as timing is concerned. These recommendations will be subject to later revisions by Staff and the City Commission based on operations and budgetary considerations.

Ms. Waters noted the Airport Layout Plan is probably the most important sheet and will be carefully scrutinized by the FAA. The Airport Layout Plan shows the existing and ultimate airport layout.

The Board reviewed Chapter 6. Plans included in this chapter include the following notations:

- 1) Runway 6-24 shall remain open until such time that a need arises for developable property or maintenance costs exceed runway use benefit.
- 2) The future parallel taxiway shown north of Runway 10-28 will be developed as the need dictates.
- 3) The future parallel taxiway shown east of Runway 15-33 will be developed as the need dictates.
- 4) The realignment of Taxiway D will occur when the existing taxiway has deteriorated to a point where it requires rehabilitation or replacement.

The Board reviewed the plan depicting the proposed service road.

Mr. Reichmann noted this proposed service road will be quite important in the future.

Ms. Waters reviewed Chapter 7 and the proposed projects as referenced in the Memorandum of Agreement between the City and the FAA as follows:

Phase 1 - 2008-2012

Replace Security Fence (N.E. 5th Avenue)
Design Runway 15-33 Ext./Rehab
Construct Maintenance Storage Building
Widen Taxiway Fillets

Extend Runway 15-33 (500 feet)
 Runway 15-33 Pavement Rehabilitation
 Drainage Master Plan
 Design Taxiway H and G
 Implement Drainage Improvements
 Design Helipads
 Overlay Runway 6-24

TOTAL PHASE I \$7,013,561.

Phase II - 2013-2017

Airfield Pavement Rehabilitation
 Construct Helipads
 Construct Taxiway Golf
 Landside/Airside Access for Parcel Y
 Construct Taxiway Hotel
 Environmental Management Plan
 Administration Building Renovations
 Expand Administration Parking Lot

TOTAL PHASE II \$5,652,754.

Phase III - 2018-2028

Construct Service Road
 Plan/Design New air Traffic Control Tower
 Construct New Air Traffic Control Tower

TOTAL PHASE III \$4,510,973.

Improvements stress safety first.

Discussion followed regarding the proposed construction of 10 new T-hangars and who will actually own same.

Ms. Waters noted revenue will be greater if the City is the landlord of the T-hangars. The City could seek an RFP for a design build or the City could design the T-hangars and could then seek bids for construction.

Discussion followed regarding the noise contours which were developed in conjunction with the Integrated Noise Model. The Board also discussed single event analysis.

Ms. Waters noted the material presented to the Board tonight will be presented to the City Commission next Tuesday. She wants to be able to assure the City Commission she has answered all the Board's questions, and has incorporated the Board's recommendations into the Mater Plan Update.

Ms. Waters advised after completion of the first few projects, the City may wish to consider seeking State or Federal grants.

Mr. Rocco noted the TOTAL INCOME and TOTAL REVENUE figures as set forth in Chapter 7 will have to be revised to reflect current figures. There are also several typographical errors to be corrected.

Discussion followed regarding the Sand and Spurs Stables and the future of this operation which is located on non-aviation land. It was agreed the Sand and Spurs is a unique facility and a tremendous asset to the City if handled properly.

Mr. McCaughan added the Sand and Spurs is located on City property. Presently the City owns only 2 of the stalls. The remaining stalls are privately owned but are situated on City property for which a rental fee is charged. There are 50 stalls at the facility but they are not all occupied at this time.

Mr. Reichmann advised Sand and Spurs stall owners are concerned there is no place to board their horses if this facility were to close.

Discussion followed regarding the possible renovation and rehabilitation of the Sand and Spurs facility by an outside entity. It was agreed to place this item on a future agenda for further discussion.

MOTION was made by Russell Reichmann and seconded by Alfred Ritter that Chapters 6 and 7 of the Air Park Master plan Update be approved as submitted. All voted in favor of the above motion.

* * * * *

OTHER BUSINESS

MOTION was made by Stephen Holmes and seconded by Hazel Armbrister that the July and August meetings be cancelled. All voted in favor of the above motion.

The next meeting of the Board will be held on September 2, 2008, at 5:30 P.M.

* * * * *

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

Meeting adjourned at 6:15 P.M.

Linda R. Hora
Advisory Board Secretary
6.18.08

CITY OF POMPANO BEACH
CITY COMMISSION MEETING
AGENDA NO. 2008-22
 **TUESDAY, JUNE 24, 2008**
7:00 P.M.

CALL TO ORDER

The Honorable Lamar Fisher
Mayor, Presiding

ROLL CALL

Mary L. Chambers, CMC,
City Clerk

INVOCATION

John Hantsbarger
First Christian Church

PLEDGE OF ALLEGIANCE

Led by Mary L. Chambers, CMC,
City Clerk

APPROVAL OF MINUTES

Regular City Commission Meeting
Minutes of June 10, 2008

APPROVAL OF THE AGENDA

City Commission

PROCLAMATION

Lamar Fisher, Mayor

Proclamation presentation to BSO Deputy Paul Yesbeck, Outstanding Officer for the month of May, 2008.

Proclamation presentation to BSO Deputy Javier Morales, Outstanding Officer for the month of May, 2008.

SPECIAL PRESENTATION

Yolanda Cash Jackson with the law firm of Becker and Poliakoff will present a legislative update to the Mayor and City Commission.

REGULAR AGENDA – CONTINUED

APPROVED FIRST READING

29. **P.H. 2008-54; ORD. NO. 2008-....: (PUBLIC HEARING 1ST READING)**
AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, APPROVING AND AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN ADDENDUM AND EXTENSION AGREEMENT BETWEEN THE CITY OF POMPANO BEACH AND AMERIFLYERS OF FLORIDA, L.L.C; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

(Staff Contact: Steven P. Rocco/Robert M. McCaughan)

APPROVED FIRST READING

30. **P.H. 2008-56; ORD. NO. 2008-....: (PUBLIC HEARING 1ST READING)**
AN ORDINANCE AMENDING CHAPTER 34, "CITY POLICY," OF THE CODE OF ORDINANCES OF THE CITY OF POMPANO BEACH, BY AMENDING SECTION 34.053, "NORMAL RETIREMENT DATE," RELATING TO THE POLICE AND FIREFIGHTERS' RETIREMENT SYSTEM TO AMEND THE NORMAL RETIREMENT DATE FOR POLICE OFFICER MEMBERS TO THE COMPLETION OF 25 YEARS OF CONTINUOUS SERVICE REGARDLESS OF AGE; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

(Staff Contact: Keith Chadwell)

TABLED TO THE JULY 22, 2008 CITY COMMISSION MEETING

-  31. **RES. NO. 2008-225:** A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, ACCEPTING AND APPROVING THE POMPANO BEACH AIR PARK MASTER PLAN UPDATE, WHICH HAS BEEN PREPARED BY HANSON PROFESSIONAL SERVICES, INC.; PROVIDING AN EFFECTIVE DATE.

(Staff Contact: Steven P. Rocco/Robert A. McCaughan)

ADOPTED

32. **RES. NO. 2008-225:** A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, APPOINTING JEAN CRAFT TO THE CHARTER AMENDMENT ADVISORY BOARD OF THE CITY OF POMPANO BEACH, AS ALTERNATE #1, FOR A TERM OF TWO (2) YEARS; SAID TERM TO EXPIRE ON JUNE 24, 2010; PROVIDING AN EFFECTIVE DATE.

APPLICANTS

Travis R. Williamson – District 1

Jean Craft – District 2

Kenneth Koch (Architectural Appearance Committee) – District 2

(Staff Contact: Mary L. Chambers)



MEMORANDUM

TO: Ron Nunes
Dan Yaffe

DATE: July 9, 2008

THRU: Rob McCaughan, Director, Public Works
Steve Rocco, Airport Manager

FROM: Lisa Waters, Hanson Professional Services Inc.

SUBJECT: Follow-up to Questions Regarding the Master Plan Update
Pompano Beach Air Park (PMP)

The purpose of this memorandum is to address the questions you forwarded on June 25, 2008 regarding the Air Park Master Plan Update, and specifically, the Air Park Advisory Boards recommended alternative for the future of Pompano Beach Air Park. As an introduction to the planning process, below are a few points regarding milestones of the master plan update.

- The Air Park Advisory Board (APAB) and interested citizens attending their regularly scheduled and publicly advertised meetings, provided input and recommendations throughout the planning process, which began on March 6, 2007. Data and information were presented by the consultant team at seven subsequent APAB meetings through June 18, 2008 and at three community workshops. The consultant team updated the City Commission on two occasions, the first on February 4, 2008 and the second on May 13, 2008.
- The public discussion of potential airport alternatives began at the APAB meeting of October 29, 2007 and continued through the Board's March 18th and April 1st 2008 meetings. The development alternatives were presented in workshop format at a community workshop on March 18, 2008 and then to the City Commission on May 13, 2008. A copy of the memorandum to the Commission outlining the APAB's recommended alternative is attached for your reference. The City Commission unanimously supported the APAB's recommended alternative.
- The final 2 chapters of the study, the Airport Layout Plan's and Financial Plan were presented to the APAB at a special meeting on June 18, 2008. The meeting was publicly advertised.

On June 25, 2008, you forwarded an email with 3 specific questions about the APAB's recommended alternative. The paragraphs below address each of your questions.

Question 1: In creating the Table 4.4 "Airfield Alternatives Evaluation Matrix" that was addressed by Commissioner Dockswell during the commission meeting on June 24, you classified the operational value for the closure of 6-24 as 5 (Excellent) and the closure of 10-28 as 4 (Very Good). You explained that this was due to a safety issue concerning Ft. Lauderdale Executive Airport. Could you please

provide us with specifics of what that conflict is and the potential safety issues? Could you provide us with any written reports or document, such as FAA memorandums?

- Table 4.4 reflects the consultant team's preliminary qualitative evaluation of the alternatives based upon nine criteria including Operational Issues. This criterion assessed compatibility with existing and planned facilities, impacts to airspace, and FAR Part 77 surfaces. Two operational issues emerged that resulted in the "excellent" rating of the Runway 6-24 Closure.

1. **Runway Crossings** - Runway crossings are primary cause of a major FAA safety violation called an "incursion". FAA and FDOT place a high priority on projects that eliminate or reduce the potential for runway incursions.

The Runway 6-24 Closure alternative enhances safety by reducing the number of runway crossings for aircraft ingress and egress to parking areas and active runways.

2. **Airspace** - Fort Lauderdale Exec. Airport (FXE) airspace overlaps PMP's airspace to the southwest. FXE accommodates a large number of general aviation jet aircraft. Runway 8-26 is FXE's primary east-flow runway (takeoffs to the east, landings from the west). For the 12-months ending April 2008, 12,795 jets took off on Runway 8. 63% of them (6,223) took off in accordance with noise abatement procedures recommended by FXE which requires a left turn (towards PMP) to the northwest. FAA, pilots and the APAB have identified this airspace conflict as a primary safety issue and a deterrent to use of PMP Runway 6-24. The use of PMP Runway 10-28 during east flow operations reduces this conflict.

On March 18 and again on April 1, 2008 the APAB evaluated the consultant's preliminary recommendations and added their input. The discussion centered upon the evaluation criteria presented in Section 4 of the Master Plan Update and the following points:

- Any combination of runways including Runway 15-33 provides 95% wind coverage, which is a criterion of the FAA for runway safety. Under such circumstances, FAA, and possibly FDOT, will not participate in funding maintenance and other capital improvement costs associated with three intersecting runways.
- Existing and future aviation demand and fleet mix projections do not warrant the need for three runways; however, the APAB recommends that all runways remain open and that Runway 6-24 close only when additional land is required for revenue generating purposes, or until maintenance costs so dictate.
- The recommended alternative (intersecting "V" versus midfield intersecting runways) provides improved airfield layout from a capacity and land use planning standpoint.
- The closure of Runway 6-24 provides greater opportunity to develop aviation lands for revenue purposes without impacting Sand and Spurs and potentially the golf course.
- Air Traffic Control Tower reports that Runway 6-24 is the least used runway (less than 15 % annually) and has the most conflicts with Fort Lauderdale Executive Airport (FXE) traffic.
- Improved opportunities for landside aviation expansion.

- Based on the Agreement between the City of Pompano Beach and the Federal Aviation Administration the future long term needs of the Air Park would be greatly enhanced with the recommended alternative. The recommended alternative depicts best use of the aviation parcels by planning for increased revenues to the Air Park enterprise fund to assist in the operating costs and capital improvements outlined in the Agreement.

Question 2: During your presentation, you indicated that with the closing of runway 6-24 would result in the need to extend runway 10-28. During my time as the Air Park Advisory Board Chairman, we also reviewed the possible extension of this runway to help reduce noise over the residential properties under the assumption that the longer runway would result in earlier take offs and keep the noise over Air Park property. However, the property owners to the west complained that this could potentially put planes lower over their homes and increase noise. There was also great concern that the added runway would increase jet and other heavy aircraft over residential areas to the west and east. We removed the extension from further consideration. Would the proposed future runway extension of 10-28 enable jets or other large aircraft to utilize this runway that currently cannot? Please explain any potential negative ramifications to the residential areas east and west of 10-28 due to the proposed runway extension.

- The proposed extension of Runway 10 to the west by 298 feet would not enable aircraft that cannot currently use PMP to now begin operating at the airport or on Runway 10.
- The recommended alternative anticipates a displaced threshold on Runway 10, meaning that the landing location of aircraft currently using the runway will not change. Aircraft will not be lower over areas west of Runway 10. Aircraft will be higher on takeoff over areas east of the airport and in the Harbor Village area.

Question 3: The Noise Contour Maps that you created depict the noise contour lines down to 65 decibels in 5 decibel increments for the different alternatives. I can assume that you were able to provide this through some sort of computerized modeling program. While for FAA reporting purposes this is the lowest that you are required to map, would you please run the model and extrapolate what the contours down to 45 decibels? While I realize that this level of noise is not considered as excessive, it would graphically show the impacts over all the residential areas for the different runway closure options and the approved air traffic corridors.

- The noise exposure contours for the Runway 6-24 Closure and Runway 10-28 Closure alternatives are attached as requested. The 45 DNL noise contour for the recommended alternative (closure of Runway 6-24) impacts fewer residents of the City of Pompano Beach as compared to alternative 5, closure of Runway 10-28.
- The FAA considers all land uses outside the DNL 65 noise exposure level compatible with airport operations.

I trust this information answers the questions outlined in your June 25, 2008 e-mail. So that the consultant team can be prepared to address any additional questions you may have at the July 15th meeting, it would be helpful to have the "new evidence" in support of the closure of Runway 10-28 that you specifically referenced at the June 24, 2008 City Commission meeting. Please forward that to Mr. Rocco as soon as possible. Should you have any questions about the information presented in this memorandum, please coordinate with Mr. Rocco so that I can prepare a proper response.



MEMORANDUM

TO: Mayor Lamar Fisher
Vice-Mayor E. Pat Larkins
Commissioner George Brunner
Commissioner Charlotte Burrie
Commissioner Rex Hardin
Commissioner Barry "Doc" Dockswell
Keith Chadwell, City Manager

DATE: May 13, 2008

THRU: Rob McCaughan, Pubic Works Director
Steve Rocco, Airport Manager

FROM: Lisa Waters, Sr. Aviation Planner

SUBJECT: Pompano Beach Air Park Master Plan Update

The consultant team presented the master plan update airside and landside alternatives to the Air Park Advisory Board and the community on March 18, 2008 at a community workshop. This was the study's second community workshop. The workshop was advertised in advance and well attended. Sign-in sheets documented 50 attendees, not including airport staff and the consultant team.

The purpose of the workshop was to update the status of the master plan process, review the forecasts and facility requirements, and present numerous airside and landside alternatives developed to meet the goals and objectives of the study and to satisfy anticipated future demand. Interim Report No. 2 provided extensive detail about each alternative. This report, along with Interim Report No. 1¹, has been posted on the city's web page for community access.

The Air Park Advisory Board met on April 1, 2008, reviewed the comments and input received during the workshop, and developed a recommendation (Alternative 6) for future Air Park improvements. The attached Air Park Advisory Board Memorandum (#08-02) outlines the Board's recommendation. The improvements recommended in Alternative 6 are depicted on the attached Figure 6 and are described below:

¹ This report provided forecasts of aviation demand, results of the capacity analysis, and descriptions of the determinations of facility requirements for the Air Park. The data and information contained in Interim Report No. 1 were presented to the City Commission during their workshop with the consultant team on February 4, 2008.

- Extend Runway 15 by 500 feet and displace the landing threshold 340 feet. The landing threshold on Runway 15 will remain in the existing location resulting in no impacts on residential areas northwest of the airport, including Liesureville and other residential areas near the approach end of Runway 15. The additional 500 feet of runway available for takeoff on Runway 15 will allow aircraft to climb to a higher altitude over Air Park property before over flying residential, recreational and commercial areas southeast of the Air Park.
- Displace threshold on Runway 33 by 340 feet to provide proper clearance over N.E. 10th Street.
- Extend parallel taxiway D to the new runway 15 end at 240-foot runway centerline-to-taxiway centerline separation.
- Reduce runway widths to FAA design standards: Rwy 15-33 to 100 feet (with 25-foot shoulders), Rwy 10-28 to 75 feet (with 25-foot shoulders).
- Realign Taxiway D to meet FAA's 240-foot runway centerline-to-taxiway centerline separation requirement. Realignment of Taxiway D would occur when existing taxiway has deteriorated to a point where it requires rehabilitation/replacement. Construct exit Taxiways G and H.
- Construct a new parallel taxiway and exits on the east side of Runway 15-33 to serve future aviation land uses (golf course area). New taxiway would be shown as "ultimate" on the ALP and phased in the 20-year or beyond 20-year planning period as development of the future aviation land uses dictate.
- Extend Runway 10 by 298 feet and displace threshold, to satisfy FAA design standards for crosswind runways. The landing threshold on Runway 10 will remain in the existing location resulting in no impacts on residential and commercial areas west of the airport. The additional 298 feet of runway available for takeoff on Runway 10 will allow aircraft to climb to a higher altitude over Air Park property before over flying residential, recreational and commercial areas east of the Air Park.
- Extend and realign Taxiway K to a 240-foot runway centerline-to-taxiway centerline separation.
- Construct a new north parallel taxiway for Runway 10-28 in future years to support potential infield development. New taxiway would be shown as "ultimate" on the ALP and phased in the 20-year or beyond 20-year planning period as development of the future aviation land uses dictate.
- No planned immediate uses for arboretum or conservation area.
- Show Sand and Spurs, parcel Y, golf course area adjacent to the airfield and adjoining infield areas as potential future aviation development. Aviation use of Sand and Spurs and golf course property is assumed to occur only after all other suitable vacant parcels have been depleted and when demand necessitates.
- Close Runway 6-24 when the need arises for developable property or maintenance and rehabilitation costs dictate.
- Show Parcel X and areas opened by closure of Runway 6 - 24 as future aviation development.

This recommendation is based upon the following points:

1. As shown in the table below, any combination of runways including Runway 15-33 provides 95% wind coverage, which is a criterion of the FAA for runway safety. Under such circumstances, FAA, and possibly FDOT, will not participate in funding maintenance and other capital improvement costs associated with three intersecting runways.

Runway Wind Coverage			
	Wind Speed (kts)		
	10 kts.	13 kts.	16 kts.
Current Condition (3 Runways)	99.9%	99.9%	100%
Close Runway 6-24 (2 Runways)	97.9%	99.5%	99.9%
Close Runway 10-28 (2 Runways)	99.1%	99.8%	99.9%

2. Existing and future aviation demand and fleet mix projections do not warrant the need for three runways.
3. The recommended alternative (intersecting "V" versus midfield intersecting runways) provides improved airfield layout from a capacity and land use planning standpoint.
4. Air Traffic Control Tower and Air Park users report that Runway 6-24 is the least used runway and has the most conflicts with Fort Lauderdale Executive Airport (FXE) traffic. Runway use is shown in the table below:

Runway Utilization	
	Runway Use
Runway 15-33	55% (+)
Runway 10-28	30% (+)
Runway 6-24	15% (-)

5. Improved opportunities for landside aviation expansion.
6. Based on the Agreement between the City of Pompano Beach and the Federal Aviation Administration the future long term needs of the Air Park would be greatly enhanced with the recommended alternative. This alternative depicts the best use of the aviation parcels by planning for increased revenues to the Air Park enterprise fund to assist in the operating costs and capital improvements outlined in the Agreement.

The consultant team and Airport Staff has prepared this information for the City Commission in preparation for an upcoming Commission meeting in May 2008. The objective of the May meeting is to obtain Commission approval of the Air Park Advisory Boards recommended alternative. Following Commission action, the final elements of the Air Park Master Plan Update can be completed. These include the Airport Plan Set, economic impact study, and financial plans. The final report will be brought back to the Commission for approval prior to submittal to the FAA for review and comment.

cc: Helen Gray, City Engineer

Hanson Professional Services, Inc.

RECEIVED

APR 8 2008

AIR PARK ADVISORY BOARD MEMORANDUM

File 0720044

08-02

Location _____

DATE: April 2, 2008

TO: City Commission

FROM: Air Park Advisory Board

SUBJECT: RECOMMENDED ALTERNATIVES-Air Park Master Plan Update

At the meeting of the Air Park Advisory Board held on April 1, 2008, the Board discussed the recommended ALTERNATIVES from Interim Report No. 2 of the Air Park Master Plan Update.

After considerable discussion with Lisa Waters of Hanson Professional Services, Michael Carey of Kimley Horn Associates and members of the public, the Board recommends, by a vote of 5/1, approval of a "hybrid" alternative we have called ALTERNATIVE 6 which would provide as follows:

- 1) Keep all runways open.
- 2) Maintain the taxiway on the north side.
- 3) Add the Runway 10-28 extension (displaced threshold).
- 4) Provide displaced threshold on Runway 15.

This new ALTERNATIVE 6 would also include two phased recommendations as follows:

- a) Maintain Runway 6-24 until additional land is required, or until maintenance and costs so dictate.
- b) Develop the east taxiway on Runway 15-33 when development is needed.

DR. PHIL DESANTIS

Dr. Phil DeSantis
Chairman
Air Park Advisory Board



Pompano Beach Air Park Master Plan Update Briefing

Harbor Village Civic Association

July 15, 2008



Topics of Discussion

- **Primary Tasks to Date**
- **Community Input**
- **Air Park Advisory Board and Consultant Team Recommended Alternative**
- **Next Steps**





Master Plan Elements

- **Airport Requirements**
 - ✓ Existing Facilities and Forecasts of Aviation Demand
 - **Analysis of Alternatives**
 - ✓ Airside and Landside
 - **Environmental Review**
 - **Airport Plans**
 - **Financial Plans**
 - **Reports and Plans**
- Interim Report No. 1
- Interim Report No. 2
- Final Report



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
 - **March 18, 2008**, Alternatives and Environmental Review
 - **April 1, 2008**, Recommended Alternatives
 - **June 18, 2008**, Airport and Financial Plans
- **June 5, 2007**, Community Workshop
- **February 4, 2008**, City Commission Workshop
- **March 18, 2008**, Community Workshop
- **May 5, 2008**, Leisureville Community Briefing
- **May 13, 2008**, City Commission – Recommended Alternative
- **June 24, 2008**, City Commission – Airport and Financial Plans, Final Report





“Typical” Aircraft



Existing Conditions 2006 Noise Exposure Contours

Based Aircraft: 159
Total Ops: 101,686

Avg. Daily Ops: 279

*FAA Standard: All land uses
outside the 65 DNL are
considered compatible with
Air Park operations.*

Legend

- 65 DNL
- 70 DNL
- 75 DNL

DNL = Day Night Noise Level





**Future Conditions
2027 Noise Exposure
Contours**

Based Aircraft: 258
Total Ops: 179,900
Avg. Daily Ops: 493

FAA Standard: All land uses outside the 65 DNL are considered compatible with Air Park operations.

Legend

- 65 DNL
- 70 DNL
- 75 DNL

DNL = Day Night Noise Level



Analysis of Alternatives

- Includes airside, landside, land use
- Focuses upon feasible alternatives within context of local goals and objectives
 - PMP is a “community airport” supporting local general aviation demand
 - Safety and self-sufficiency are priorities
- Tasks include identification, evaluation, and selection of recommended alternative





Alternatives Evaluation Criteria

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



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





Highlights of Community Input Landside Facility Requirements

- **Develop aviation lands necessary to be self-sufficient**
- **Consider wellfields on west perimeter when improving these areas**
- **Develop Sand & Spurs for future aviation use only when no other area is available to meet aviation demand (complies with FAA MOA)**
- **Develop golf course areas identified for future aviation use only necessary to meet aviation demand (complies with FAA MOA)**



Highlights of Community Input Airside Facility Requirements

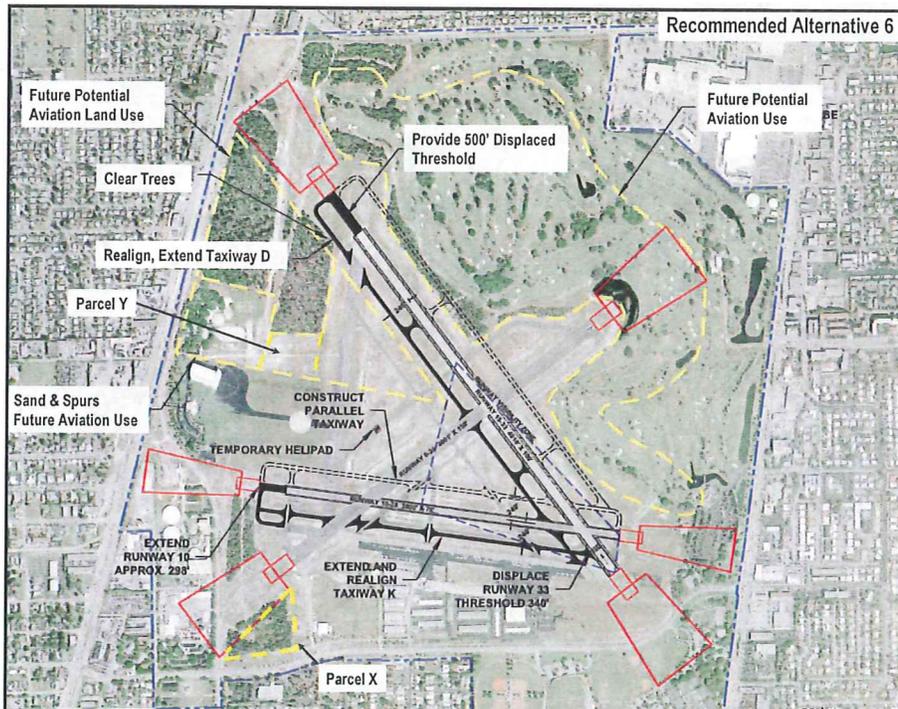
- **Safety is the priority – meet FAA design standards**
- **Keep all runways open**
 - **Maintain all runways as long as fiscally feasible**
 - **Close Runway 6-24 when land is required for revenue purposes or when costs dictate**
- **Provide a 298 foot displaced threshold to Runway 10 when Runway 6-24 is closed**
 - **Provide a north taxiway for Runway 10-28 when development is needed**
- **Provide a 500 foot displaced threshold to Runway 15**
 - **Provide a new taxiway east of Runway 15-33 when development is needed**

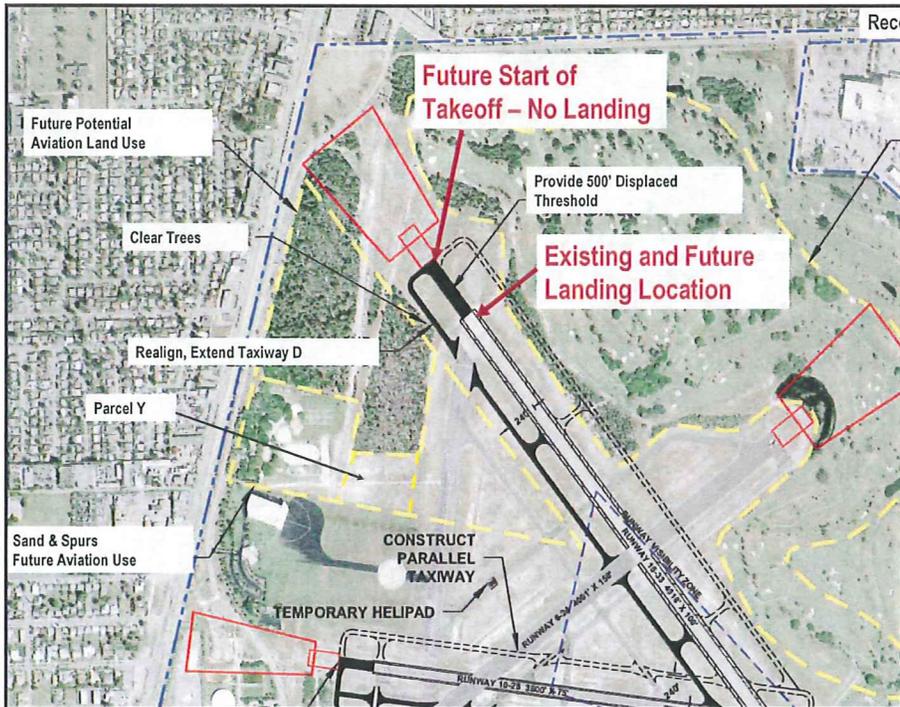
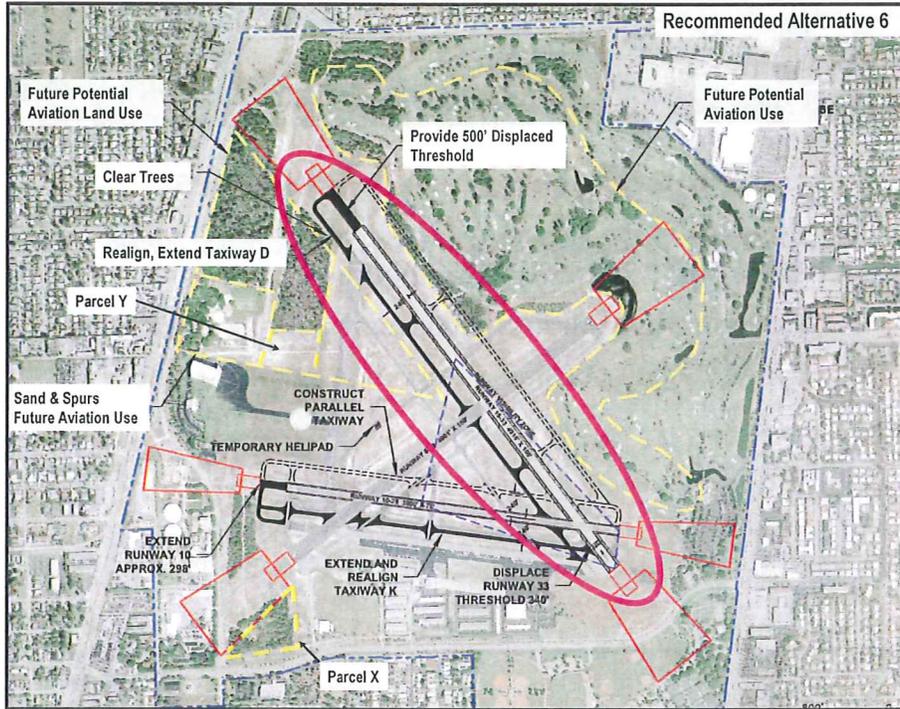




June 25, 2008 HVCA Questions

- ...please provide specifics of what the conflict (with FXE) is and the potential safety issues....
- Two operational issues favor Runway 6-24 closure
 1. Reduction of runway crossings enhances safety

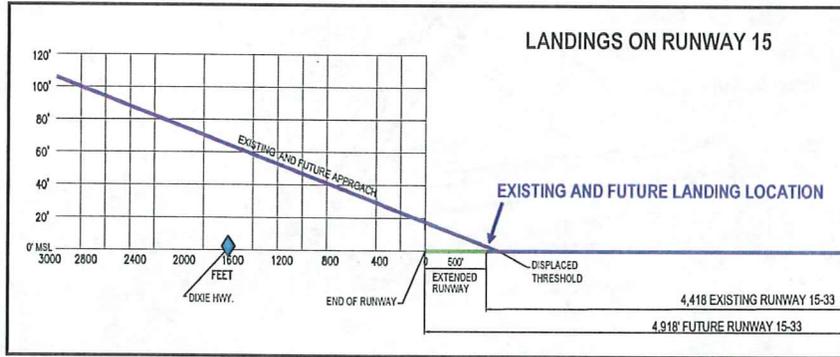






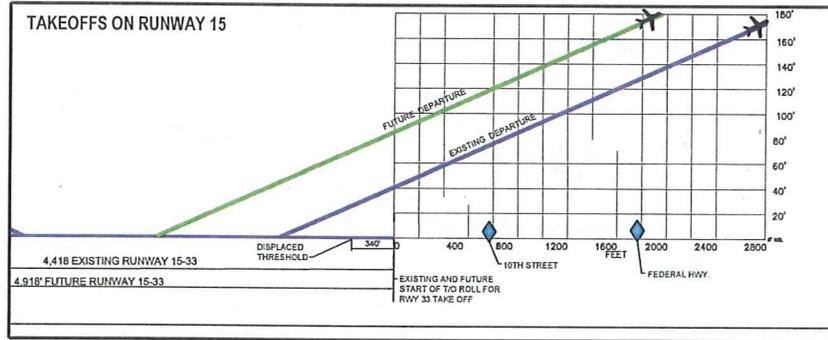
Recommended Alternative 6

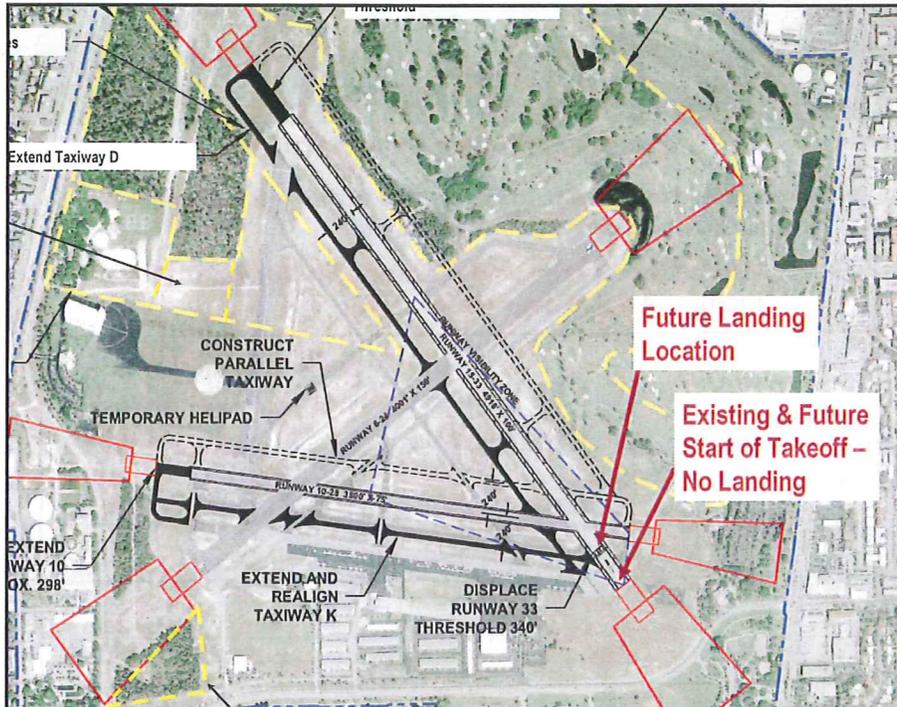
- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Aircraft land at the same location on Runway 15; No increased noise over Liesureville



Recommended Alternative 6

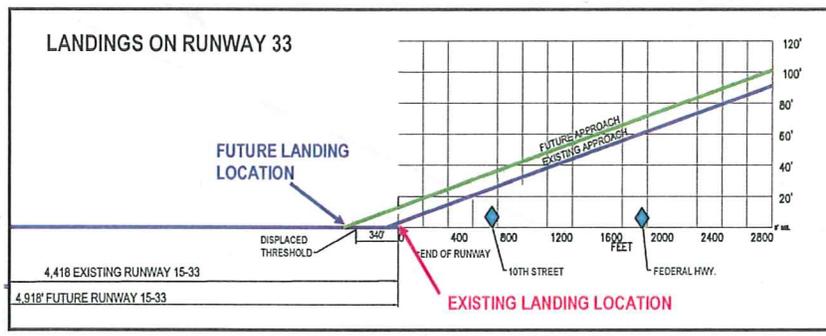
- Promotes safety and compatible land use
- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Additional takeoff length on Rwy. 15 end does not allow larger, noisier aircraft; increases altitudes on takeoff





Recommended Alternative 6

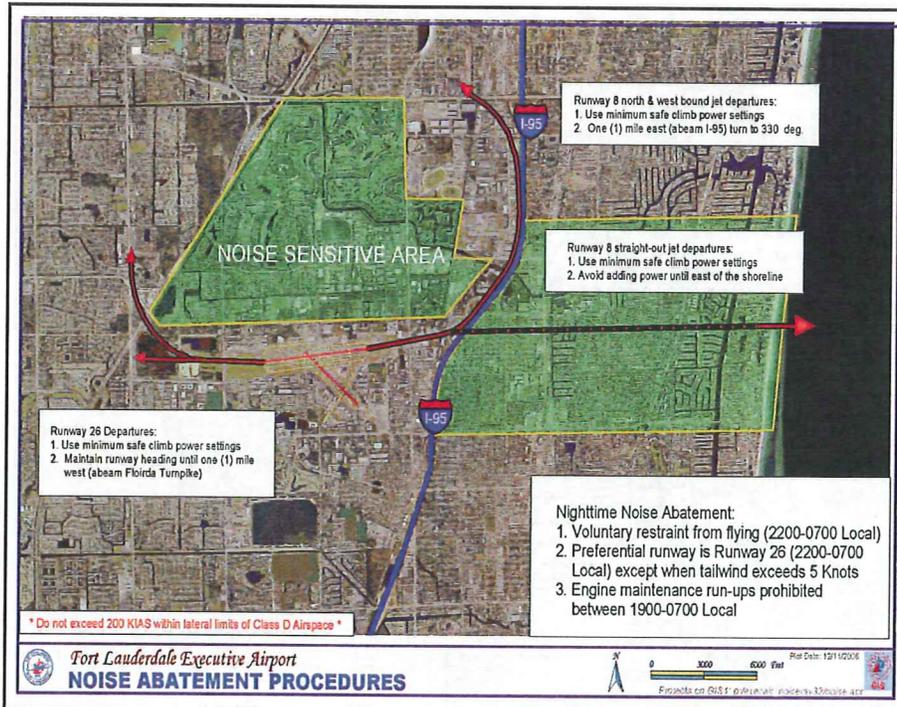
- Removing displaced thresholds will require additional study, Commission and FAA approval
 - Aircraft land 340' NW of current location on Runway 33; increases altitudes over areas southeast

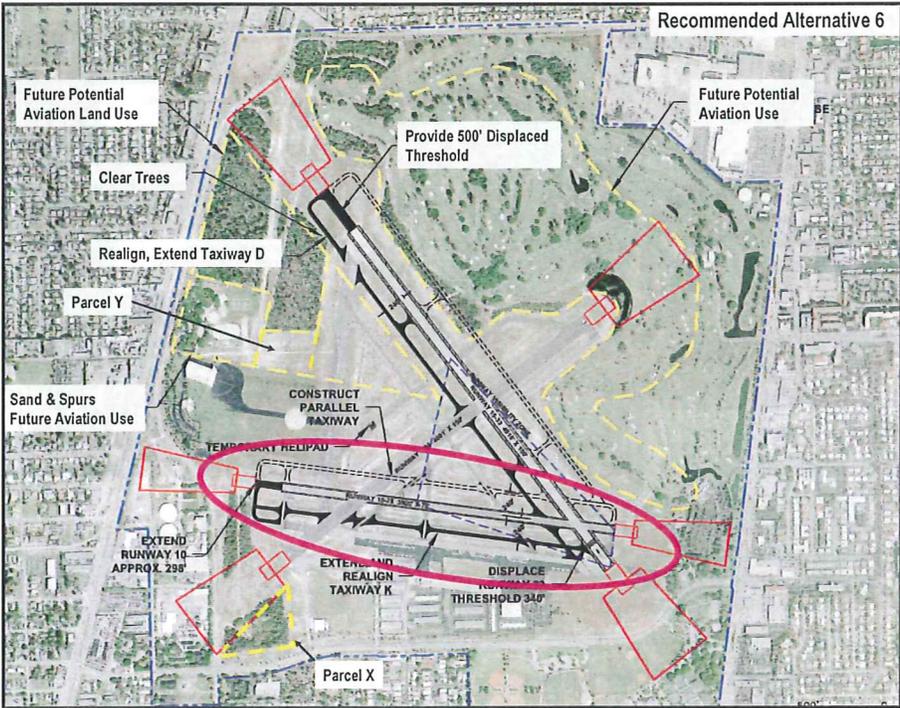
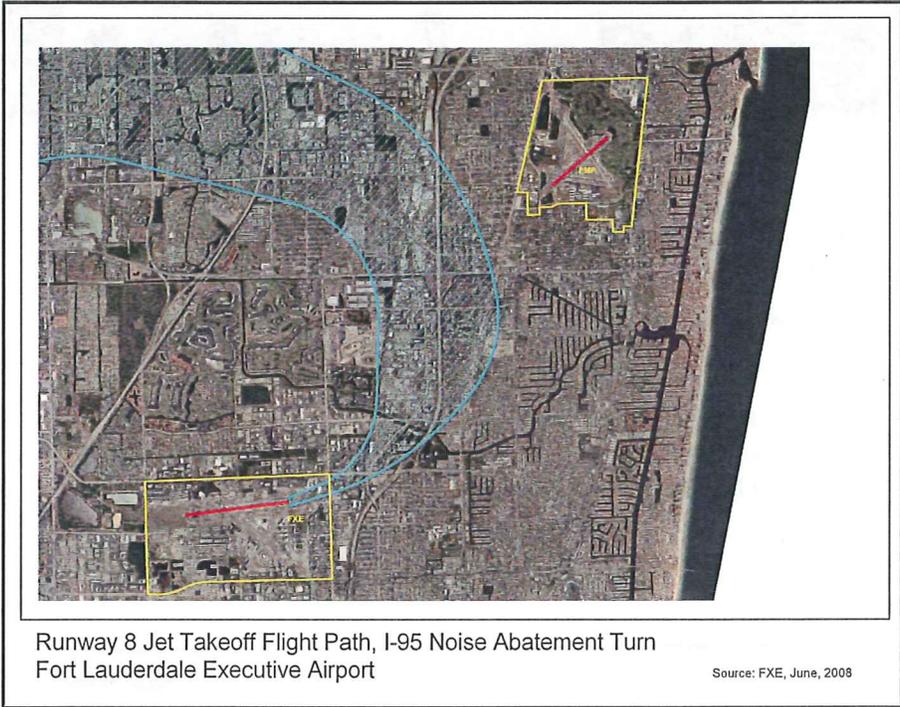




June 25, 2008 HVCA Questions

- ...please provide specifics of what the conflict (with FXE) is and the potential safety issues....
- Two operational issues favor Runway 6-24 closure
 1. Reduction of runway crossings enhances safety
 2. Reduction of potential conflicts with jet operations at Fort Lauderdale Executive Airport (FXE) enhances safety







Highlights of Recommended Alternative 6

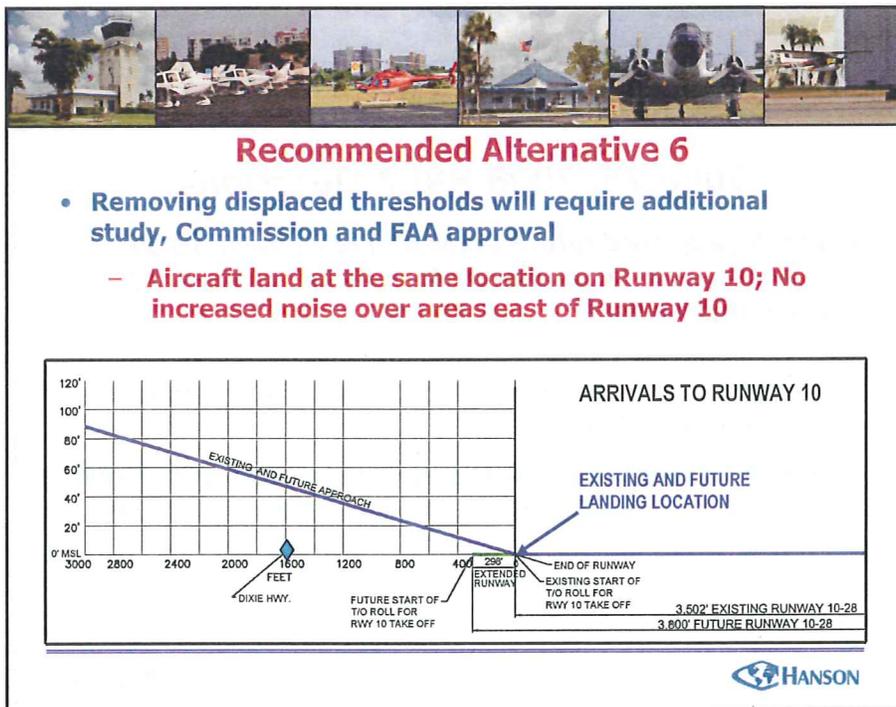
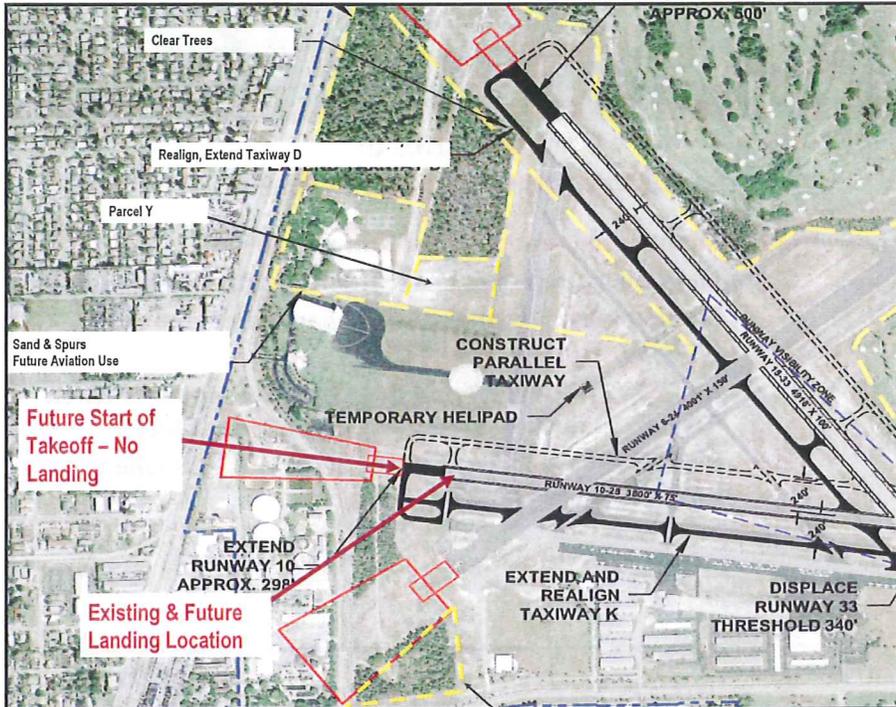
- **Improvements recommended for Runway 10-28**
 - Maintain pavements in accordance with FAA standards
 - Realign Twy. K to meet FAA separation standards (safety)
 - Add 298' to Rwy. 10 end to meet FAA standards when Rwy. 6-24 is closed, and extend TWY K (safety)
 - Provide a new taxiway north of Rwy. 10-28 when development is needed



June 25, 2008 HVCA Questions

- *Would proposed future extension of Runway 10-28 enable jets or large aircraft to use the runway that currently cannot?*
- **Additional 298 feet on Runway 10 does not promote use by larger aircraft.**
- **Due to minimal use of Runway 6-24, closure will result in no noticeable change for residents east of Runway 10.**

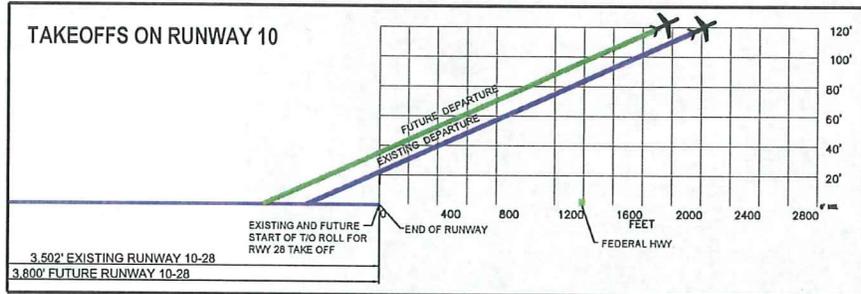






Recommended Alternative 6

- **Removing displaced thresholds will require additional study, Commission and FAA approval**
 - **Additional takeoff length on Rwy. 10 end does not allow larger, noisier aircraft; increases altitudes on takeoff**



Recommended Alternative 6 2027 Noise Exposure Contours

Based Aircraft: 258
Total Ops: 179,900
Avg. Daily Ops: 493

FAA Standard: All land uses outside the 65 DNL are considered compatible with Air Park operations.

Legend

- 65 DNL
- 70 DNL
- 75 DNL

DNL = Day Night Noise Level





**Recommended
Alternative 6
2027 Noise Exposure
Contours**

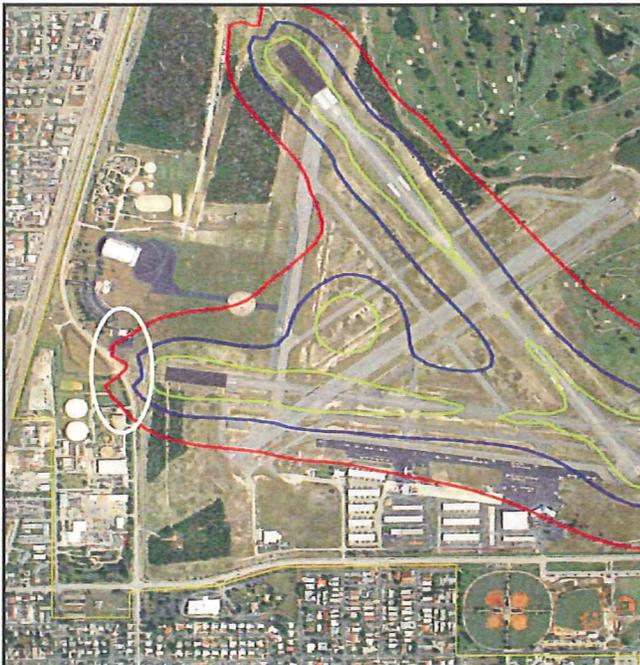
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**Recommended
Alternative 6
2027 Noise Exposure
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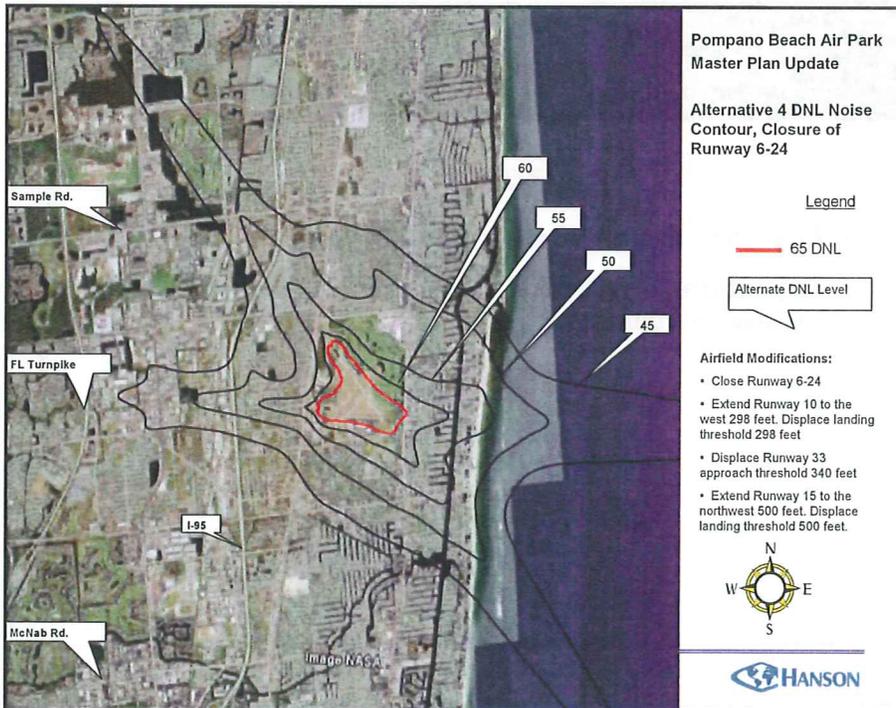
DNL = Day Night Noise Level

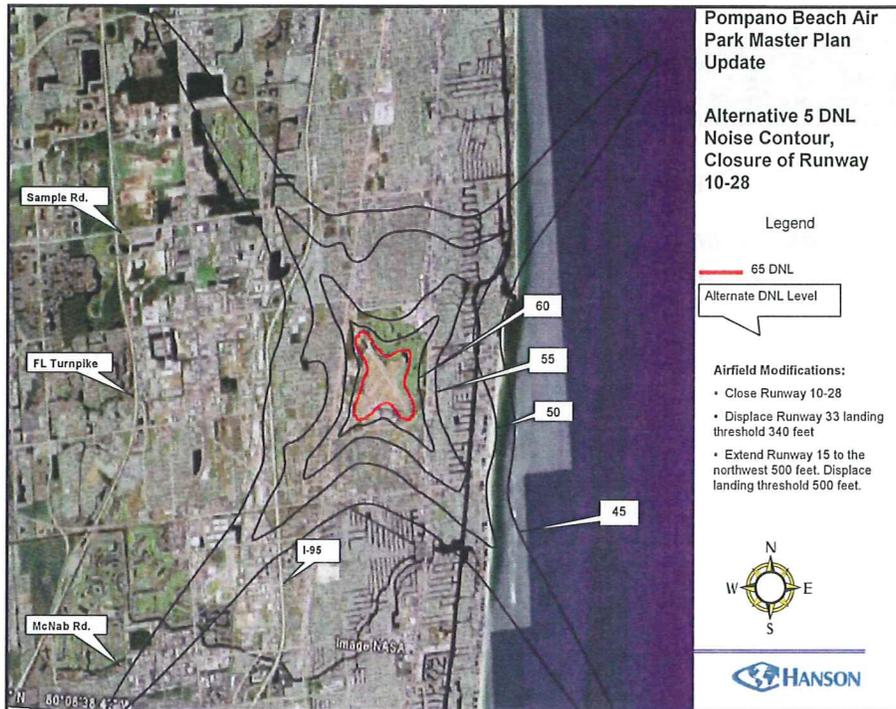




June 25, 2008 HVCA Questions

- Please illustrate the noise contours down to 45 DNL in 5 decibel increments.





Next Steps

- **City Commission briefing July 22, 2008**
- **Submit final report and drawings to FAA and FDOT for review and comment**

HANSON



*Questions
and
Answers*

MEETING RESULTS!!!
CITY OF POMPANO BEACH
CITY COMMISSION MEETING
AGENDA NO. 2008-24
 **TUESDAY, JULY 22, 2008**
7:00 P.M.

CALL TO ORDER

The Honorable Lamar Fisher
Mayor, Presiding

ROLL CALL

Mary L. Chambers, CMC,
City Clerk

INVOCATION

Pastor Jack Noble
First Presbyterian Church

PLEDGE OF ALLEGIANCE

Led by Mary L. Chambers, CMC,
City Clerk

APPROVAL OF MINUTES

APPROVED AS AMENDED
City Commission Meeting Minutes of
June 24, 2008

APPROVAL OF MINUTES

APPROVED AS SUBMITTED
City Commission Meeting Minutes of
July 8, 2008

APPROVAL OF THE AGENDA

APPROVED AS AMENDED
City Commission

AUDIENCE TO BE HEARD

All persons interested in speaking during "Audience To Be Heard" must fill out a request form and **turn it in to the City Clerk prior to the meeting.** A request form is located on the last page of the agenda program.

REGULAR AGENDA – CONTINUED

ADOPTED

19. **RES. NO. 2008-257:** A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, RELATING TO THE PROVISION OF FIRE RESCUE SERVICES, FACILITIES AND PROGRAMS IN THE CITY OF POMPANO BEACH, FLORIDA; ESTABLISHING THE ESTIMATED ASSESSMENT RATES FOR FIRE RESCUE ASSESSMENTS FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2008; DIRECTING THE PREPARATION OF AN ASSESSMENT ROLL; AUTHORIZING A PUBLIC HEARING AND DIRECTING THE PROVISION OF NOTICE THEREOF; PROVIDING AN EFFECTIVE DATE.

(Staff Contact: Brian Donovan)

ADOPTED

20. **RES. NO. 2008-258:** A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, APPROVING AND AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN AMENDMENT TO THE LICENSE AGREEMENT BETWEEN THE CITY OF POMPANO BEACH AND LIVE NATION WORLDWIDE, INC.; PROVIDING AN EFFECTIVE DATE.

(Staff Contact: Nick Likourgou/Tim Tracey)

ADOPTED RESOLUTION AND POMPANO BEACH AIR PARK MASTER PLAN UPDATE AS SUBMITTED

-  21. **RES. NO. 2008-259:** A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, ACCEPTING AND APPROVING THE POMPANO BEACH AIR PARK MASTER PLAN UPDATE, WHICH HAS BEEN PREPARED BY HANSON PROFESSIONAL SERVICES, INC.; PROVIDING AN EFFECTIVE DATE.

TABLED: JUNE 24, 2008

(Staff Contact: Steven P. Rocco/Robert A. McCaughan)

ADOPTED

22. **RES. NO. 2008-260:** A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, APPROVING AND AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE A SECOND EXTENSION AND AMENDMENT AGREEMENT BETWEEN ASHBRIIT, INC. AND THE CITY OF POMPANO BEACH FOR DISASTER DEBRIS REMOVAL; PROVIDING AN EFFECTIVE DATE.

(Staff Contact: Robert A. McCaughan)

RESOLUTION NO. 2008- 259

**CITY OF POMPANO BEACH
Broward County, Florida**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, ACCEPTING AND APPROVING THE POMPANO BEACH AIR PARK MASTER PLAN UPDATE WHICH HAS BEEN PREPARED BY HANSON PROFESSIONAL SERVICES, INC.; PROVIDING AN EFFECTIVE DATE.

WHEREAS, a Pompano Beach Air Park Master Plan was developed in accordance with Federal Aviation Administration ("FAA") Regulations and Advisory Circular 150/5070-6B and

WHEREAS, the Air Park plays a key role in South Florida's active aviation environment and serves as an aerial gateway to Pompano Beach and north Broward County; and

WHEREAS, the Pompano Beach Air Park Master Plan determines the aviation facilities needed to support the community aviation services demand for the next twenty (20) years; and

WHEREAS, the Pompano Beach Air Park Master Plan was approved by the City Commission on December 3, 1991 by Resolution No. 92-52; and

WHEREAS, a Pompano Beach Air Park Master Plan Update has been prepared which meets the goals and objectives of the Pompano Beach Land Use Plan and Transportation element thereof; now, therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA:

SECTION 1. That the Pompano Beach Air Park Master Plan Update which has been prepared by Hanson Professional Services, Inc., a copy of which is attached hereto and incorporated by reference as if set forth in full, is hereby accepted and approved.

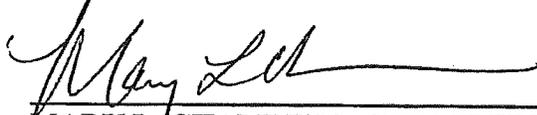
SECTION 2. That this Resolution shall become effective upon passage.

PASSED AND ADOPTED this 22nd day of July, 2008.



LAMAR FISHER, MAYOR

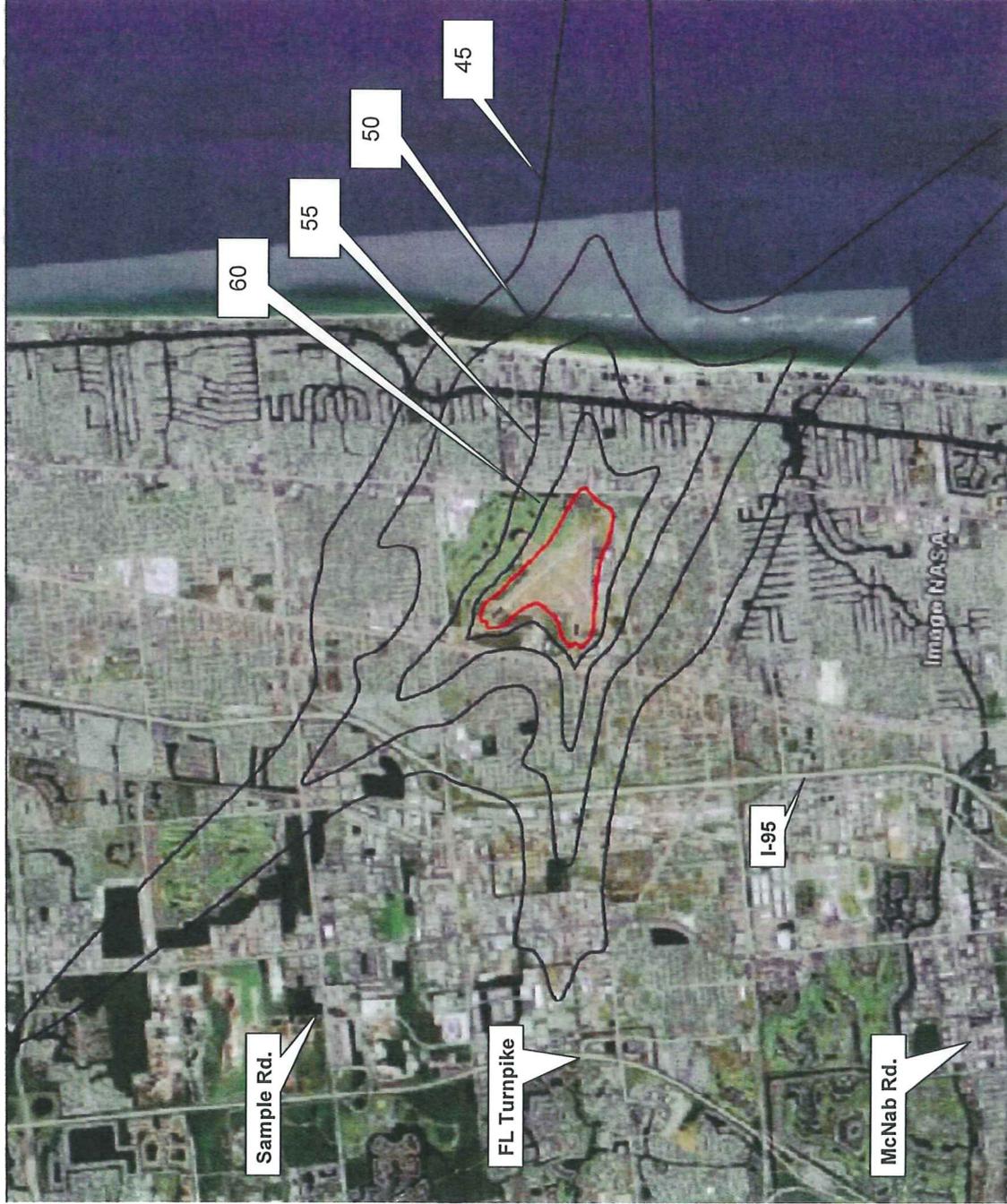
ATTEST:



MARY L. CHAMBERS, CITY CLERK

GBL/jrm
6/10/08
l:reso/2008-192

Pompano Beach Air Park Master Plan Update Alternative 4 DNL Noise Contour, Closure of Runway 6-24



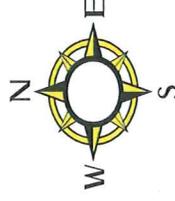
Legend

— 65 DNL

Alternate DNL Level

Airfield Modifications:

- Close Runway 6-24
- Extend Runway 10 to the west 298 feet. Displace landing threshold 298 feet
- Displace Runway 33 approach threshold 340 feet
- Extend Runway 15 to the northwest 500 feet. Displace landing threshold 500 feet.



Pompano Beach Air Park Master Plan Update

Alternative 5 DNL Noise Contour, Closure of Runway 10-28

Legend

65 DNL

Alternate DNL Level

Airfield Modifications:

- Close Runway 10-28
- Displace Runway 33 landing threshold 340 feet
- Extend Runway 15 to the northwest 500 feet. Displace landing threshold 500 feet.

