



CITY OF FORT LAUDERDALE

DRAFT

**AVIATION ADVISORY BOARD MEETING MINUTES
FORT LAUDERDALE EXECUTIVE AIRPORT
ADMINISTRATIVE OFFICE – MULTI-PURPOSE ROOM
6000 NW 21 AVENUE, FORT LAUDERDALE, FLORIDA
THURSDAY, OCTOBER 24, 2019 – 1:30 P.M.**

	Attendance	Cumulative Attendance 7/2019-6/2020	
		Present	Absent
Ed Kwoka, Chair	A	2	1
Edward Rebholz, Vice Chair	P	3	0
Louis Gavin	P	2	1
John Dool	P	3	0
Dana Pollitt	P	2	1
Wes Szymonik	P	2	1
Pierre Taschereau	A	1	2
John Watt	P	3	0
Valerie Vitale	P	3	0
Mark Volcheck	A	0	2
Commissioner Marlon Bolton, City of Tamarac [non-voting]	P	3	0
Jeff Helyer, City of Oakland Park [non-voting]	P	3	0

Airport Staff

Rufus A. James, Airport Manager
Florence Straugh, Noise Abatement Officer
Marie Cine, Administrative Assistant
Khant Myat, Project Manager II
Tatiana Guerrier, Recording Secretary, Prototype, Inc.

CALL TO ORDER

Vice Chair Rebholz called the meeting to order at 1:44 p.m.

1. Roll Call

Roll was called, and a quorum was determined to be present.

APPROVAL OF MINUTES

- **September 26, 2019**

Motion made by Mr. Watt seconded by Mr. Dool, to approve the minutes of the September 26, 2019, meeting as presented. In a voice vote, the motion passed unanimously.

VOTING ITEMS

1. Sheltair Lease Proposal Extension for Parcel 7B

Mr. James advised that Sheltair is looking to do an extension of the parcel as the four-year lease is scheduled to expire in December 2022. The site consists of approximately 5.08 acres and has been approved for construction of one 15,000-square-foot corporate hangar facility with an underground aviation fuel storage tank, parking, and three box hangars totaling approximately 30,000 square feet. The current annual rent is \$40,243.07, which is \$0.18 per square-foot. Sheltair has been a tenant at the Fort Lauderdale Executive Airport for nearly 30 years and currently leases property on nine separate individual parcels. A proposal has been received from Sheltair to facilitate those hanger facilities with a total of approximately \$1.8 million; improvements include tearing up an existing asphalt ramp and pouring new concrete for the ramp, redoing the parking area, exterior lighting retrofit, landscape improvements, hangar gutter replacement, roof replacement, and exterior painting and work. Sheltair is requesting the current lease be extended to a 30-year term in order to obtain the necessary financing and property amortization periods to complete the capital improvements and rehabilitation and terms would include an initial 20-year term with an option to extend for an optional ten years. Sheltair has agreed to increase the ground rent from \$0.18 to \$0.40 per square-foot, which would bring the new rent to an annual \$88,513.92 and annual increases would be applied using the consumer price index method. In addition, Sheltair has agreed to a 5% gross rental receipt of hangar rent collected, which would be additional rent the airport would be able to collect from this tenant. Staff recommends the lease be extended for 30 years to 2049 with an increase to ground rent to \$.40 per square-foot, with annual CPI adjustments and an assessment of 5% for gross rental receipts for existing improvements.

In response to Mr. Helyer, Mr. James stated that the location of the parcel is the main runway, Runway 9, and the property is on the south side of the airfield along 55th Street.

Mr. Watt mentioned the new rent at \$.40 and questioned if that was the going rate for similar exposures and other airports in the country.

Mr. James indicated that market rate assessment is conducted every three years; an MAI appraiser is hired who is familiar with the industry, specifically aviation. Last year, in September, this was presented to the Board and the rent was \$.37 per square-foot, but based on the appraisal, rent went up to \$.40 per square-foot. Options and numbers are considered to see what works for the airport. They want tenants to prosper even if the economy is taking a hit, so they can continue running their business. The FAA expects us to ensure the industry is thriving, and people can do these developments; it is to support the aviation industry.

Mr. Pollitt commented that it is a good sign that someone wants to renegotiate to stay and do all these rehabilitations. He questioned if this would come back to the Board once the project was complete.

Mr. James advised that the lease itself would outline the terms and when the work is to be completed, which would be done over a five-year period.

In response to Vice Chair Rebholz, Mr. James confirmed that the 5% was on their rental income. He indicated that existing buildings are not going to be replaced, they are being rehabilitated. He noted that Sheltair would be using their own money.

Motion by Mr. Pollitt, seconded by Mr. Watt, to accept staff's recommendation. In a voice vote, the motion passed unanimously.

UPDATE ITEMS

A. Noise Compatibility Program

Ms. Straugh mentioned that activity has dropped since last March; however, the trend is expected to reverse and continue to increase over the winter months as well as into the spring; March and April are the peak months. It was noted that there would probably be an increase during the boat show as well as the Super Bowl.

B. Development and Construction

Mr. James stated that the vault expansion is 100% complete; images were shown of before and after. He mentioned the electrical system on the airfield with wires in the ground, an electrical rehab project in 2000, where all conduits are in the ground and each light cam for taxiways and runway lights are in a concrete cylinder, vaults updated with new regulators, an ALCMS system that was done during the last project, and the Runway Safety Program, which has wig wag lights that are constantly on 24/7. The overall cost of the project was about \$1 million and is expected to last at least another 20 years.

Vice Chair Rebholz questioned where the expansion was located and if it was secured with a fence.

In response to Vice Chair Rebholz, Mr. James stated that the expansion was on the base of the tower building and was secured; gate card access is required, which is only afforded to airport staff and security.

C. Arrearages

Mr. James reported that Cypress Commerce has paid approximately half the rent of \$9,360.58 and there is a balance remaining, which they said would be paid off. Unfortunately, there is another entity, JPT Holdings, that has not paid their sales tax for 2018 property taxes, but they have been notified and it was an oversight on their part due to a change of staff.

D. Fort Lauderdale Aviation Academy

Mr. James explained that this is in collaboration with Broward Schools and Atlantic Technical College to bring an avionics program to the Broward County area. The industry is calling for about 800,000 pilots over the next 20 years, about 700,000 mechanics, air traffic controllers, and anything else they need. In an attempt to get the next generation interested in this career, they are looking to create a feeder from middle school to high school and were able to engage with Atlantic Technical College, who is buying all the equipment, providing the classroom, and transportation to kids from all high schools north of Sunrise Boulevard as part of their regular curriculum for three hours out of the day to be part of the avionics program. Upon completion of the program, kids can work at one of the companies at the airport through an internship or apprenticeship. This program will begin in 2020. The dream is to see a dedicated four-year high school program specifically for aviation or if it is a STEM program with an aviation core. A presentation will be provided during the next Board meeting.

E. Communications to the City Commission – None.

UPDATES:

Mr. Pollitt provided a brief update on the stadium and noted there is constant activity. The training facility structure is up and coming, fields to the north have been outlined, the foundation is in place, and lighting for practice fields are up. The project should be complete in February.

Vice Chair Rebholz questioned if the additional park and community space would come after the stadium and if the steel structure that could be seen was part of the stadium.

Mr. Pollitt stated that their primary concern is to get the stadium ready for the season. The steel structure should be part of the stadium seating structure, which is supposed to have a seating capacity of 18,000.

Mr. Pollitt advised that there is not a Board meeting in November 2019; the meeting will be held the first Thursday in December 2019.

NEXT SCHEDULED MEETING DATE: THURSDAY, DECEMBER 5, 2019 – 1:30 P.M.

There being no further business to come before the Board at this time, the meeting was adjourned at 2:15 p.m.

Any written public comments made 48 hours prior to the meeting regarding items discussed during the proceedings have been attached hereto.

ITEM 1

DATE: December 5, 2019
TO: Aviation Advisory Board 
FROM: Rufus A. James, Airport Manager
SUBJECT: Executive Airport Parcel 8G - Terminal Ventures, LLC – Lease Agreement

Parcel 8G consists of 1.97 acres of General Aviation Airport (GAA) zoned property located along Cypress Creek Road (**Exhibit 1**). The property has been improved with a two-story office building, which is approximately 10,000 square feet per floor with ample parking. Unfortunately, the building has been vacant since 2016 resulting in vandalism to the interior, which now requires significant rehabilitation. An inspection of the site identified the building foundation as having a concrete slab with the second floor constructed of steel joist, metal deck and three (3) inches of concrete slab. The roof system is steel joist and metal decking.

The Staff has been contacted by Attorney Mark B. Goldstein and Mr. Ignacio Martinez representing Terminal Ventures, LLC (Terminal Ventures) with an interest to rehabilitate Parcel 8G and the improvements. Terminal Ventures is an affiliate of KCFXE Aviation Investments, LLC, which currently operates the W Aviation FBO on Parcel 8AB and GTN Properties, LLC on Parcel 2A.

Terminal Ventures believes that the building on Parcel 8G will require approximately \$1.5 million dollars in capital improvements in order to change the image of the asset and attract higher quality clients for office use on the second floor, and a lobby terminal for their FBO operation on the first floor (**Exhibit 2**).

The proposed renovations will include architectural and engineering services consisting of three (3) Phases. Phase 1 will be for the demolition of the interior of the building, Phase 2 will include interior remodeling for the first floor, and Phase 3 will be interior remodeling of the second floor. Additionally, the exterior work will include landscaping, painting, and restriping of the parking lot (**Exhibit 3**). The company believes that the improvements and repositioning of the property can be achieved within 12-18 months.

Terminal Ventures is requesting a long-term Lease that would allow them to make these improvements to the leasehold and to restore the property with modern amenities. They have agreed to a Lease term consisting of Twenty (20) years, which will continue through 2040. The terms also include annual Consumer Price Index (CPI) rent adjustments, a ground rent rate of the underlying land at \$0.40 per square foot (psf) and the improved pavement at \$0.05 psf, which is determined through an appraisal method. Additionally, an appraisal will be performed at year Ten (10) to establish building improvement rent.

Overall, this new Lease for Parcel 8G will represent an annual rent increase for the Airport totaling approximately \$35,925. Furthermore, the rehabilitation of this site will present an opportunity to meet the growing demand for aviation services, enhance the presence of the property, and most importantly benefit an aviation tenant who seeks to continue growing their business at the Airport.

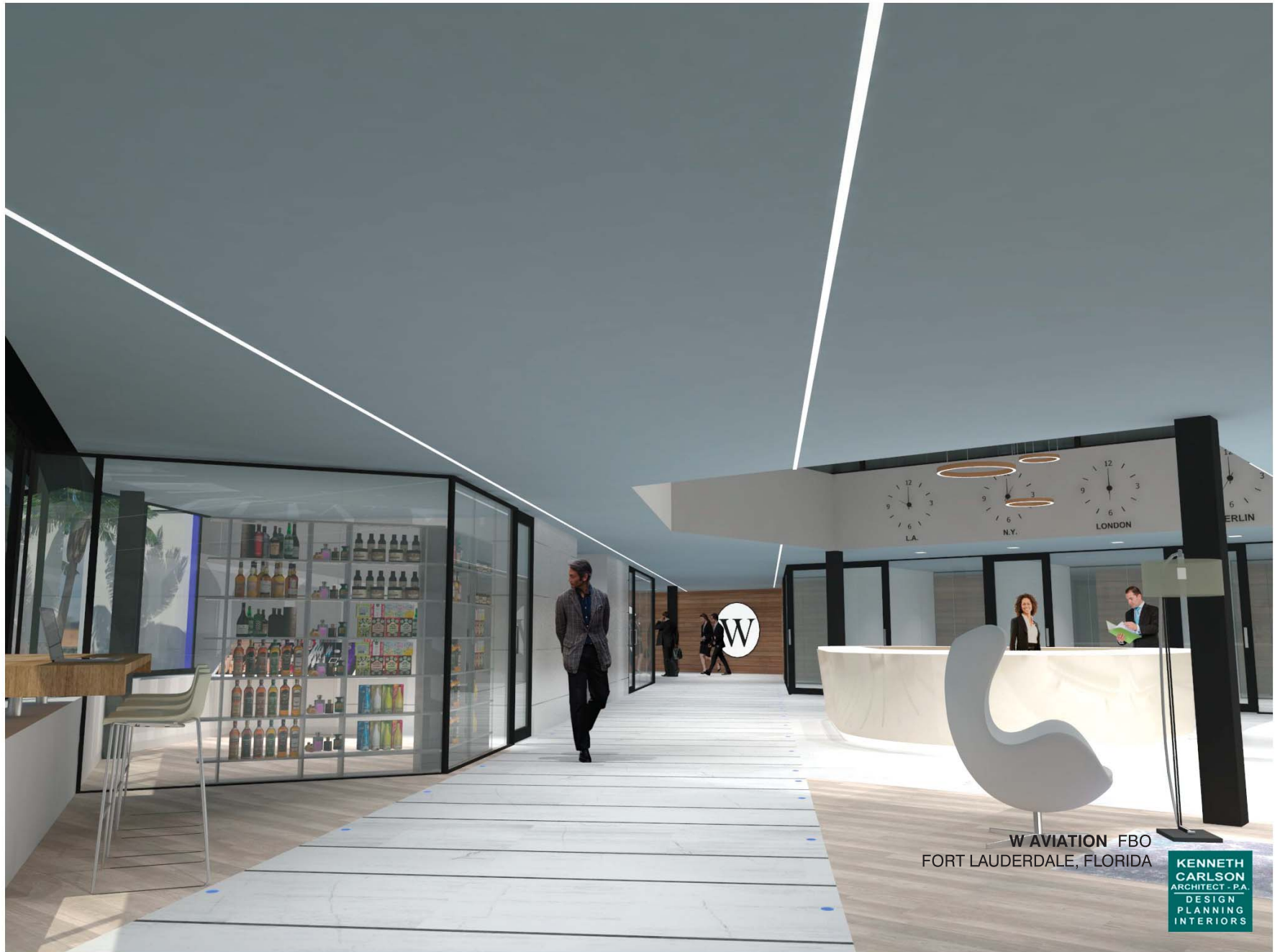
Staff Recommendation

Staff recommends that the City Commission enter into a Lease Agreement with Terminal Ventures, LLC to lease Parcel 8G and the improvements for a term of Twenty (20) years, Ground rent of \$0.40 psf and improvement rent (parking lot) of \$0.05 psf, and an appraisal to be performed at year Ten (10) for building improvement rent.



W AVIATION FBO
FORT LAUDERDALE, FLORIDA

**KENNETH
CARLSON**
ARCHITECT - P.A.
DESIGN
PLANNING
INTERIORS



W AVIATION FBO
FORT LAUDERDALE, FLORIDA

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CARLSON**
ARCHITECT - P.A.
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PLANNING
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FORT LAUDERDALE, FLORIDA

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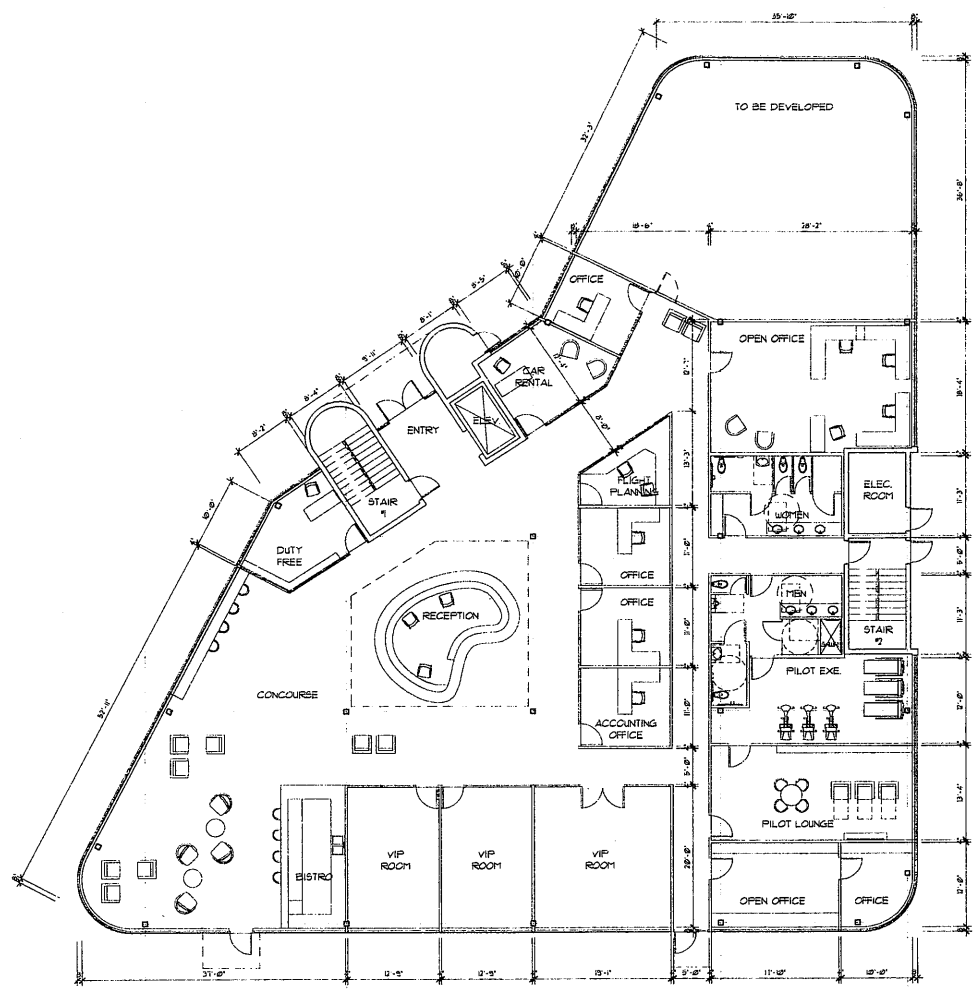
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FORT LAUDERDALE, FLORIDA

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FIRST FLOOR PLAN
A4.0 1/8" = 1'-0"



F AVIATION
2400 NW 68th STREET
FORT LAUDERDALE, FLORIDA

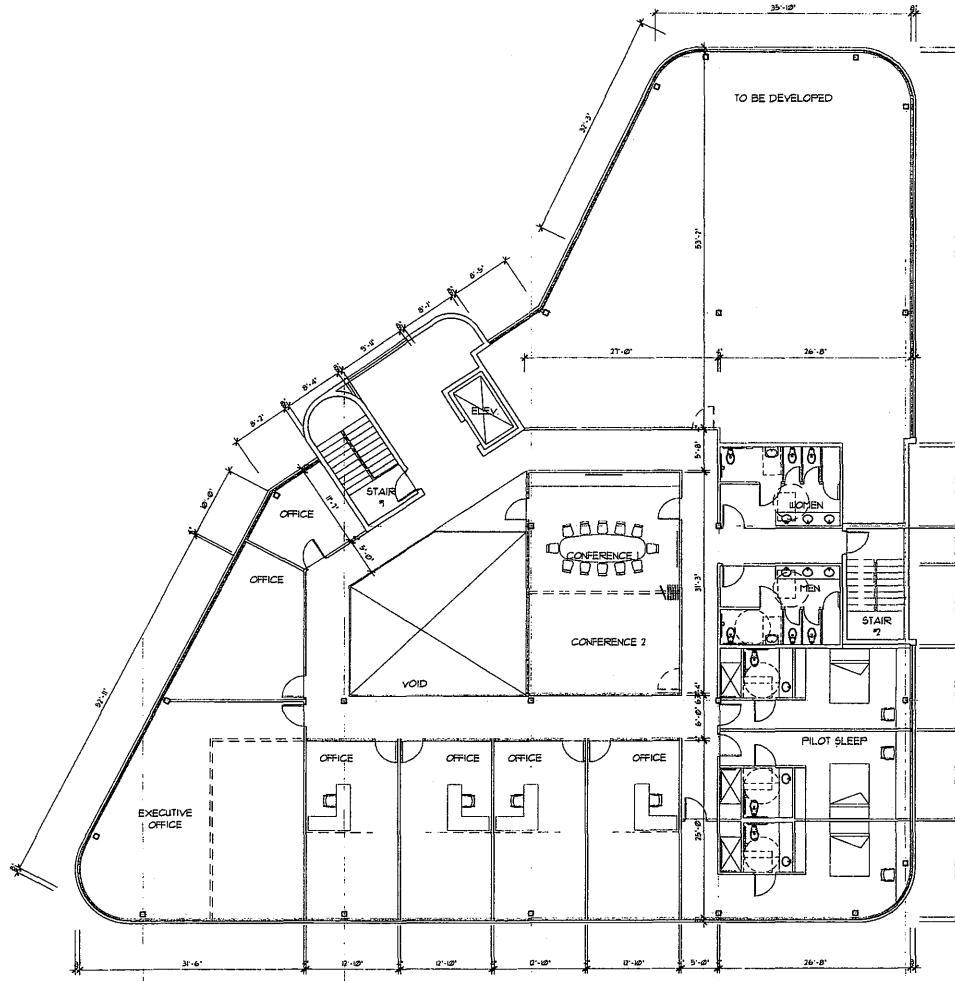
KENNETH R. CARLSON - ARCHITECT, P.A.
186 W. NEWPORT CENTER DR. SUITE 311
DEERFIELD BEACH, FLORIDA 33442
PH. (954) 471-8848 FAX (954) 471-9573
E-MAIL: krc@krcarchitect.com

Revisions:
▲
▲
▲
▲

DRAWN BY: DES/SLG
CHECKED BY: JEC
DATE: 7-28-94
SCALE: AS SHOWN
PROJECT #: 9823
CAD FILE: 100101.dwg

KENNETH R. CARLSON
ARCHITECT, P.A.
ARD2-46

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2 SECOND FLOOR PLAN
A4.0 1/8"=1'-0"



AVIATION
2400 NW 67ND STREET
FORT LAUDERDALE, FLORIDA

KENNETH R. CARLSON - ARCHITECT, P.A.
1166 W. NEWPORT CENTER DR. SUITE 311
DEERFIELD BEACH, FLORIDA 33442
PH. (954) 471 - 8849 FAX (954) 471 - 9979
e-mail: krc@krcarchitect.com

Revisions:
 1
 2
 3

DRAWN BY: CBR/ALD
 CHECKED BY: JAC
 DATE: 12-08-06
 SCALE: AS SHOWN
 PROJECT: AVIATION
 CADD FILE: 06/07/06

KENNETH R. CARLSON
 AR204-6

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W AVIATION FBO
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UPDATE ITEM A

DATE: December 5, 2019
TO: Aviation Advisory Board 
FROM: Rufus A. James, Airport Manager
BY: Florence Straugh, Noise Abatement Officer
SUBJECT: Noise Compatibility Program Update

Noise Abatement Reminder Distribution

After three summer months of the lowest flight activity of the year, we recently received a few noise reports regarding training and arrival aircraft with concerns about repetitive nighttime flights, low altitudes, and loud approaches. In October, a friendly reminder of the noise abatement measures for our Airport was disseminated to the tenants, including fixed-base operators and flight schools. The reminder also included a copy of *FXE Noise Abatement Program* diagram and encouraged flight operators to post it for all pilots to review. Attached is a copy of the diagram for your reference. This diagram is also posted on our Airport's website at <https://www.flyfxe.com/home/showdocument?id=11241>, which is part of our ongoing outreach to pilots to increase awareness of noise abatement measures. With the importance of pilots flying quietly, Executive Airport maintains that flight safety is always top priority.

Monthly Noise and Operations Tables

The table below summarizes the monthly noise statistics for October 2019 and attached are the corresponding noise and operations tables and graphs.

	Oct-19
Total Jet Departures	876
Runway 27 Jet Departures	122
Runway 9 Jet Departures	749
Runway 13-31 Jet Departures	5
Total I-95 Turns - Rwy 9 Jet Deps	426
% I-95 Turns - Rwy 9 Jet Deps	57%
Jet Events over 80 dB at Monitor #1	14
Jet Events over 80 dB at Monitor #2	1
No. of Households Reporting	9
No. of Noise Reports	18

As a note, the monthly noise and operations tables for November 2019 is expected to be presented at the next AAB meeting in January 2020.



COOPERATIVE NOISE ABATEMENT EFFORT

Month of October

December 5, 2019

Operations	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19
Total Jet Departures	974	1273	1128	1216	1109	1298	1145	987	895	781	824	755	876
Runway 27 Jet Departures	172	368	443	516	202	362	260	111	180	202	287	212	122
Runway 9 Jet Departures	799	899	677	692	905	934	883	871	713	578	536	532	749
Runway 13/31 Jet Departures	3	6	8	8	2	2	2	5	2	1	1	11	5
Jet Departures Rwy 9													
Total I-95 Turns	495	539	403	411	480	492	488	518	408	332	332	324	426
% I-95 Turns	62%	60%	60%	59%	53%	53%	55%	59%	57%	57%	62%	61%	57%
Jets over 80 dB at Monitor #2	3	3	3	0	3	2	2	0	1	4	4	2	1
Prop Departures Rwy 9													
Props over 80 dB at Monitor #2	6	9	9	16	11	8	7	2	4	6	5	20	15
Nighttime Jet Deps (10 p.m. - 7 a.m.)													
Total Nighttime Jet Departures	84	121	100	101	96	87	94	92	67	62	65	54	65
Nighttime Rwy 27 Jet Deps.	14	31	34	40	21	33	19	12	10	24	24	12	6
Nighttime Rwy 9 Jet Deps.	70	90	66	61	75	54	75	79	57	38	41	42	54
Nighttime Rwy 13/31 Jet Deps.	0	0	0	0	0	0	0	1	0	0	0	0	5
Nighttime Jet Deps Runway 9													
Nighttime I-95 Turns (11 p.m.-7 a.m.)	43	55	41	34	47	36	45	48	34	21	20	25	31
Nighttime Straight-Out (11 p.m. - 7 a.m.)	10	17	12	15	16	11	16	19	13	11	11	8	11
Nighttime Events Over 80 dB	1	1	0	0	0	0	0	0	0	0	0	0	0
Noise Reports	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19
Noise Reports by Aircraft Category at FXE													
# Noise Reports - Jets	9	20	28	11	4	12	5	7	3	4	7	5	7
# Noise Reports - Propellers	4	11	14	11	8	10	3	6	6	2	2	6	4
# Noise Reports - Helicopters	0	0	1	2	0	1	1	1	0	1	3	0	2
# Noise Reports - Unmatched	1	0	0	0	0	0	0	0	0	0	1	0	0
# Noise Reports - FLL & Other Overflights	2	7	8	24	3	1	3	9	5	5	10	1	5
Total Noise Reports	16	38	51	48	15	24	12	23	14	12	23	12	18
# Households Reporting	8	14	20	10	12	14	6	4	5	4	8	6	9

Notes:
Corrections made to "Jets Departures" June 2019

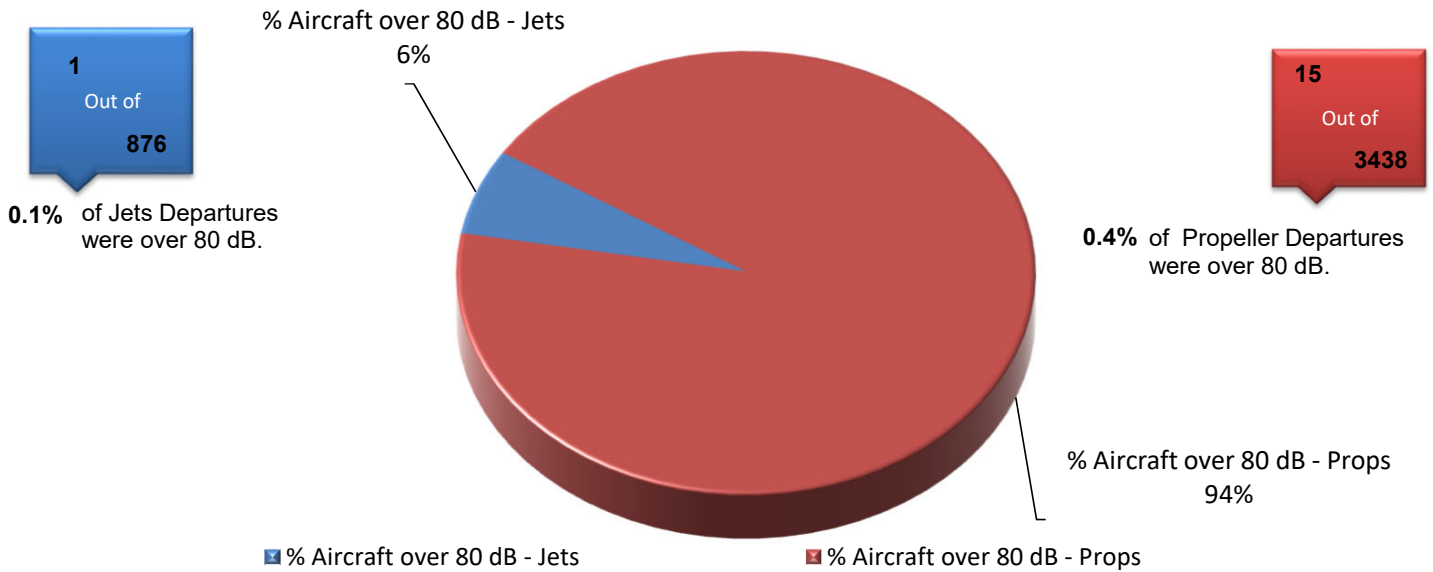
COOPERATIVE NOISE ABATEMENT EFFORT

Month of October

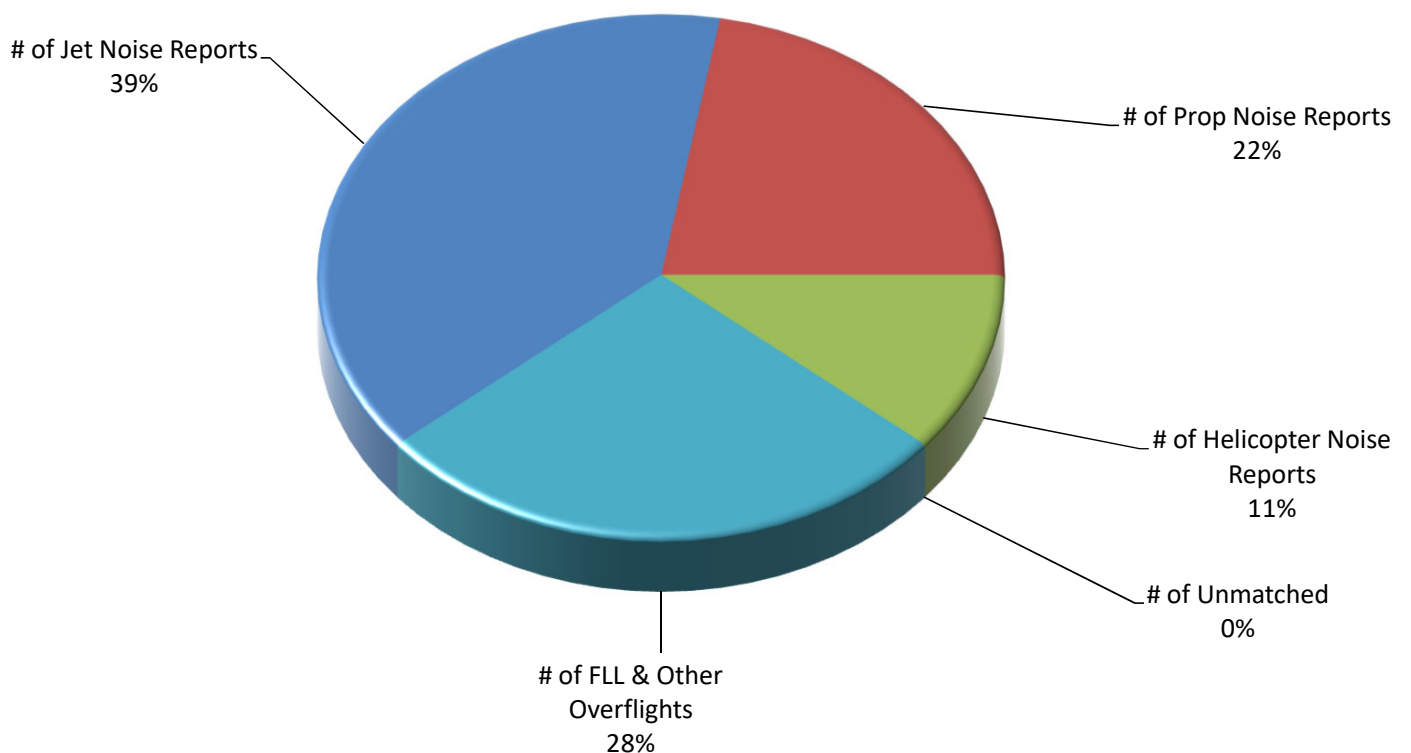
December 5, 2019

Monthly Operations over 80dB Per Airplane Type

Percentage of Departures Over 80 dB per Airpane Type: 0.4%



Monthly Noise Reports Per Airplane Type



COOPERATIVE NOISE ABATEMENT EFFORT

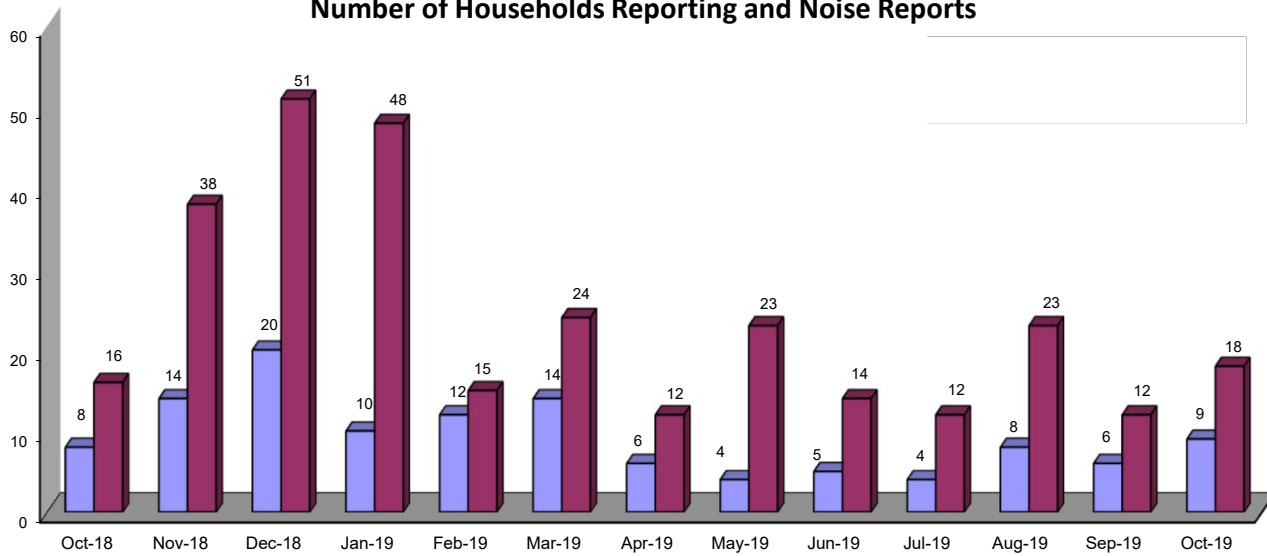
Month of October

December 5, 2019

Number of households that reported FXE aircraft noise this month:

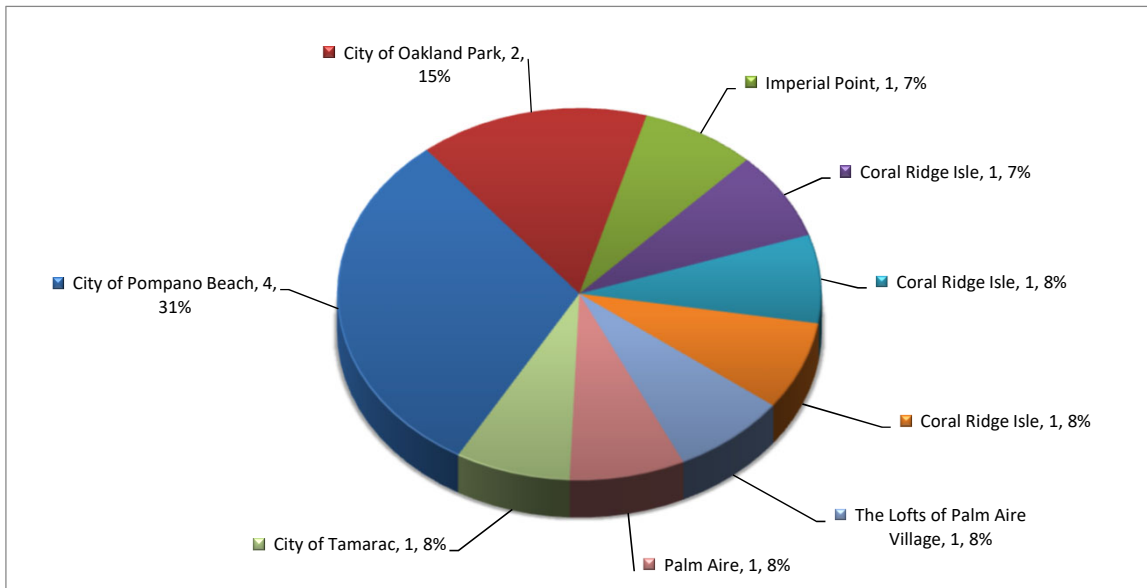
9

Number of Households Reporting and Noise Reports



Noise Reports by Households
9 Households Made 13 FXE Aircraft Noise Reports or 72% of the 18 Total Noise Reports

Note: 28% of Noise Reports regarded FLL, overflights, or other airports, and were incorrectly submitted to FXE.
 Note: 9 Households made 100% of the 13 Noise Reports for FXE.





COOPERATIVE NOISE ABATEMENT EFFORT

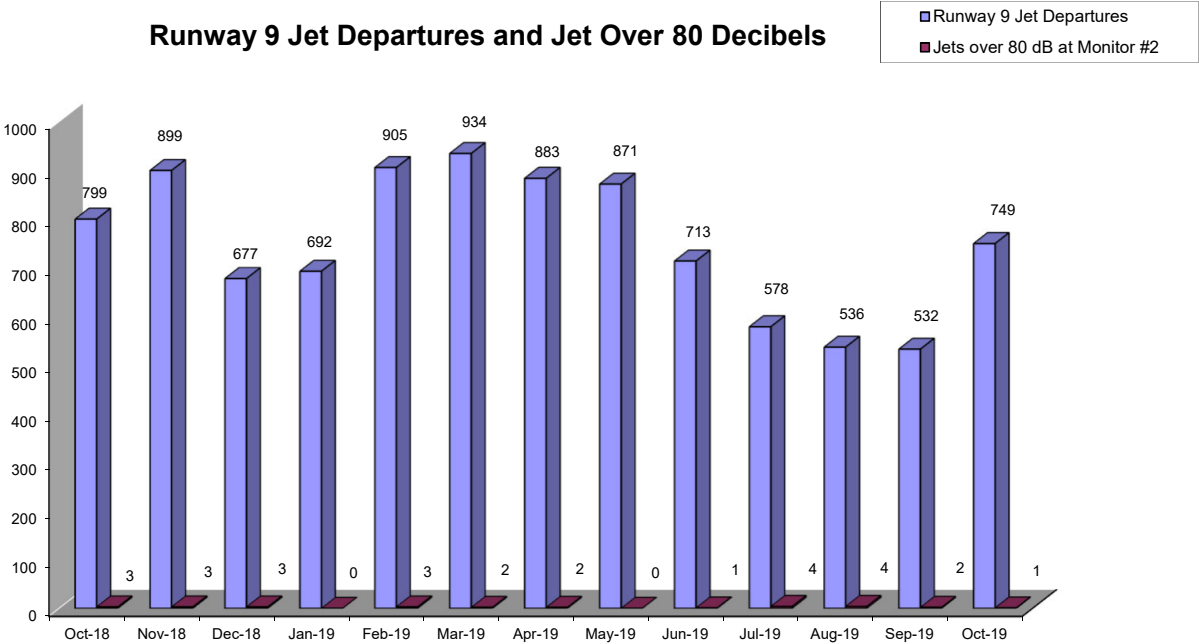
Month of October

December 5, 2019

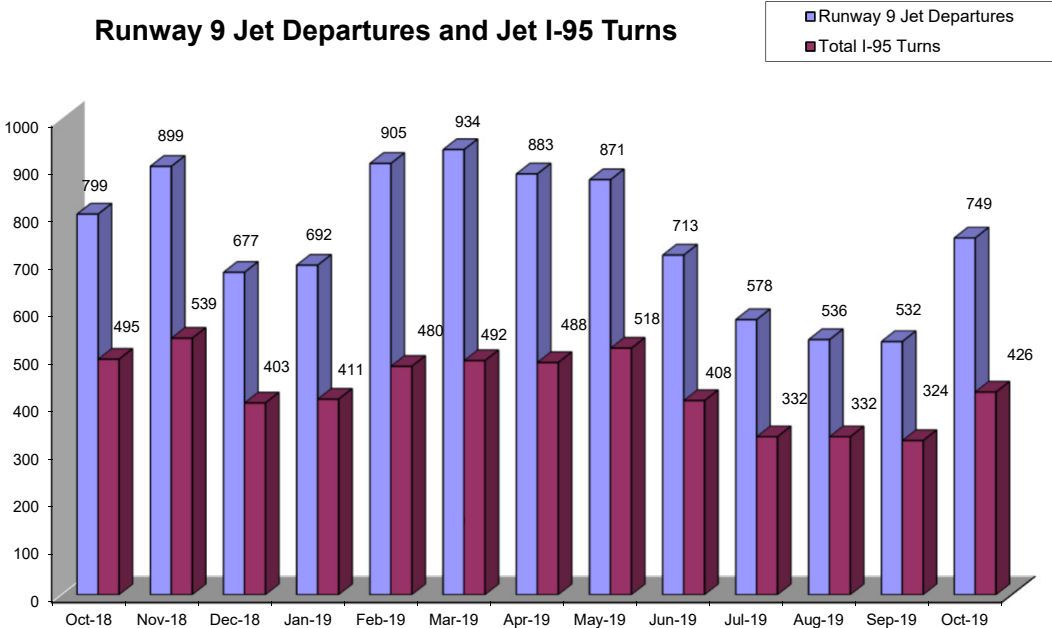
Number of Runway 9 Jet Departures over 80 decibels:

1

Runway 9 Jet Departures and Jet Over 80 Decibels



Runway 9 Jet Departures and Jet I-95 Turns

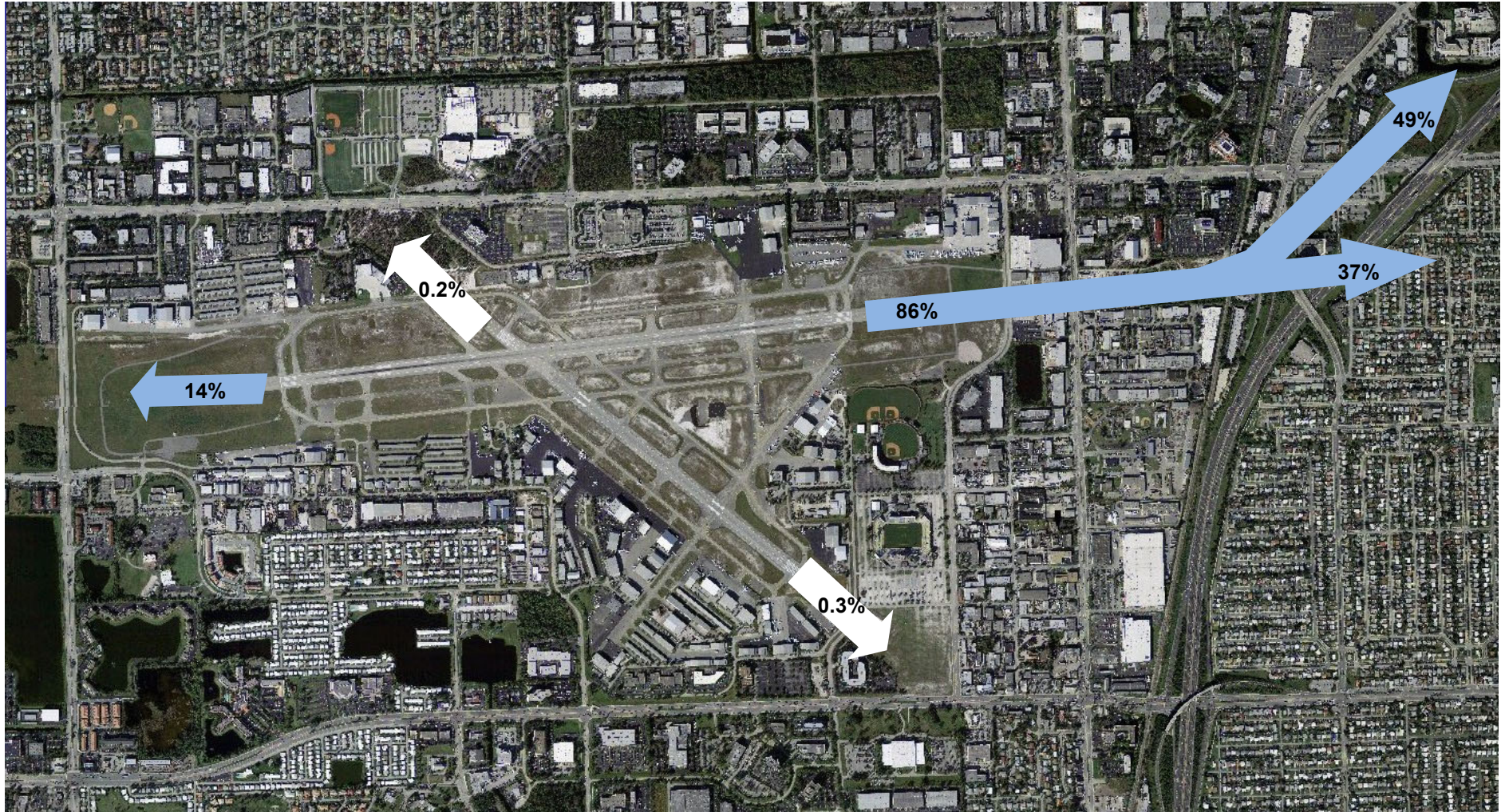


COOPERATIVE NOISE ABATEMENT EFFORT

Month of October

December 5, 2019

Percentage of Jet Departures Per Runway



COOPERATIVE NOISE ABATEMENT EFFORT
Month of October

T

December 5, 2019

ARRIVAL NOISE REPORTS

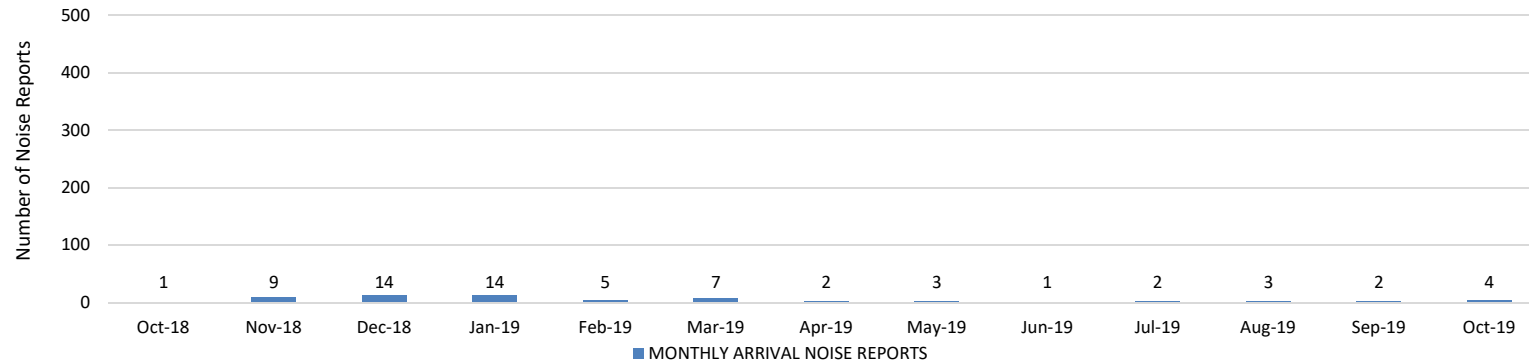
Operations

Oct-18 Nov-18 Dec-18 Jan-19 Feb-19 Mar-19 Apr-19 May-19 Jun-19 Jul-19 Aug-19 Sep-19 Oct-19 12-month TOTALS

NOISE REPORTS: ARRIVALS

	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	12-month TOTALS
# Noise Reports - Runway 9 Arrivals														
Jet	0	0	0	1	0	1	1	1	1	0	2	1	1	9
Prop	1	0	0	0	0	1	0	0	0	0	1	1	1	4
# Noise Reports - Runway 13 Arrivals														
Jet	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Prop	0	0	2	0	0	0	0	0	0	0	0	0	1	3
# Noise Reports - Runway 27 Arrivals														
Jet	0	7	8	2	3	2	0	1	0	2	0	0	1	26
Prop	0	1	3	5	2	0	0	1	0	0	0	0	0	12
# Noise Reports - Runway 31 Arrivals														
Jet	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Prop	0	1	0	4	0	2	0	0	0	0	0	0	0	7
# Noise Reports - Helicopters Arrivals														
Helicopters	0	0	1	2	0	1	1	0	0	0	0	0	0	5
MONTHLY ARRIVAL NOISE REPORTS	1	9	14	14	5	7	2	3	1	2	3	2	4	0

Monthly Arrival Noise Reports





NOISE ABATEMENT PROCEDURES

JETS:

- Use NBAA or manufacturer's recommended close-in noise abatement departure and approach procedures.
- Refrain from use of 13-31 at all times.

PROPELLER AIRCRAFT:

- On departure, climb to 1,000' pattern altitude as quickly and safely as possible.
- On arrival, maintain 1,000' pattern altitude as long and as safely as possible.

ALL AIRCRAFT:

- Avoid low overflight of residential areas at all times.
- Runway 13-31 closed when Runway 09-27 operational,

- 10 pm – 7 am.
- Refrain from repetitive operations 10 pm – 7 am, and all day on weekends and holidays.
- Maintenance runups prohibited 7 pm – 7 am. Contact ATC

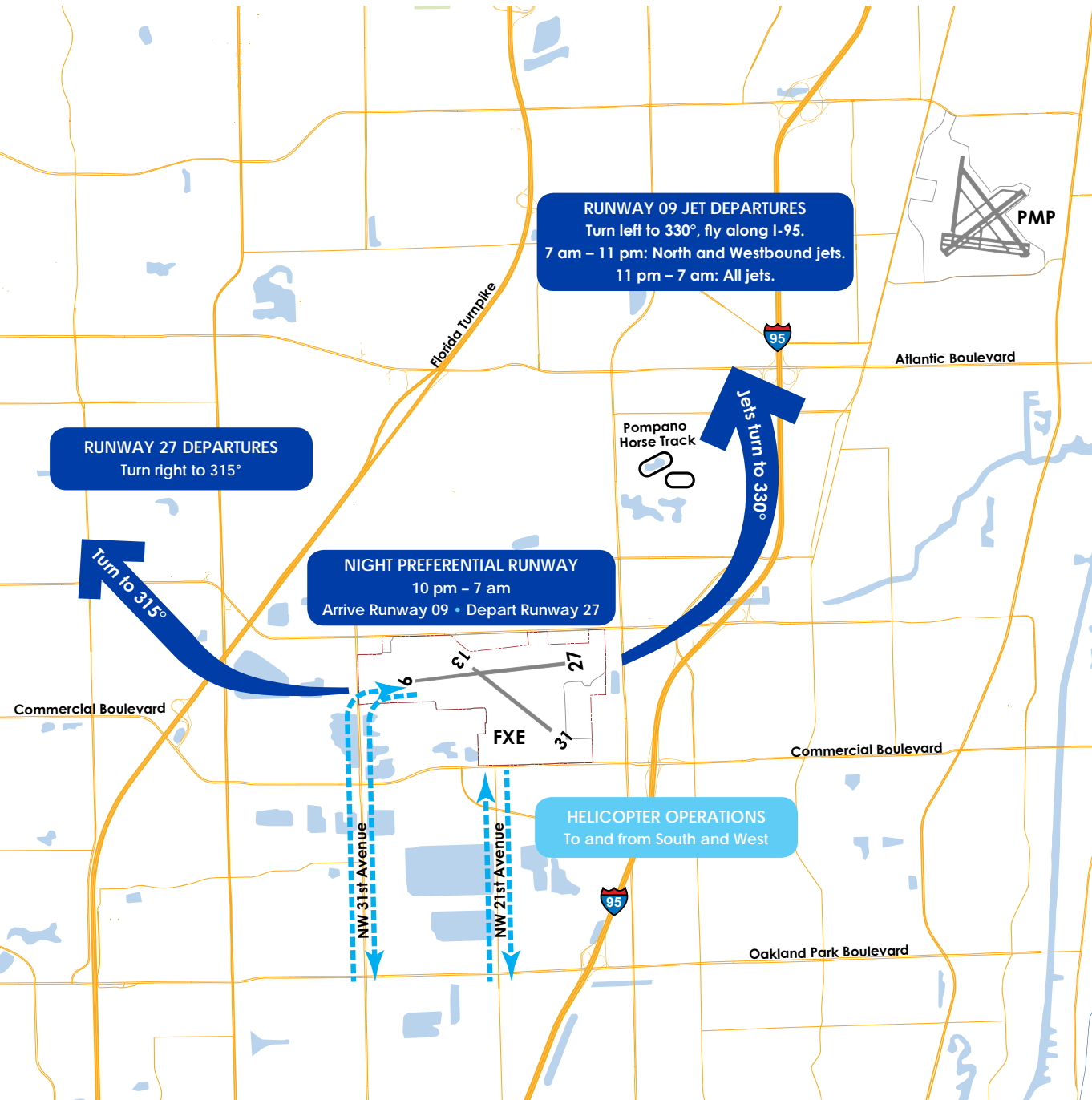
- for instructions during permitted hours.
- Runups prohibited on ramps/aprons at all times.

FOR FURTHER INFORMATION:


- Phone: 954-828-4955
- Email: airport@fortlauderdale.gov
- www.whispertrack.com/airports/KFXE
- www.fortlauderdale.gov/fxe
- www.nbaa.org/ops/envirnment/quiet-flying



NOTE: These procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operation, and are not intended to conflict with FAA instructions, regulations, or procedures.



UPDATE ITEM B

DATE: December 5, 2019
TO: Aviation Advisory Board 
FROM: Rufus A. James, Airport Manager
BY: Carlton M. Harrison, Assistant Airport Manager
SUBJECT: Development and Construction

Super Bowl LIV Slot System

As the Board may be aware, the National Football League (NFL) will be holding Super Bowl LIV at Hard Rock Stadium on Sunday, February 2, 2020. Due to the magnitude of the event, the need for increased security measures, Temporary Flight Restrictions (TFR) around the Stadium where the game is to be played, and an influx of air traffic that is expected, the implementation of a slot system will be in effect.

We have met with representatives from the Federal Aviation Administration (FAA), Air Traffic Organization (ATO), and the NFL Super Bowl airport organizers to discuss airspace traffic and airport parking plans. Essentially, the slot system is being implemented as a reservation program for General Aviation traffic operating throughout several South Florida airports.

Primarily, the FBO tenants will be provided with access to the reservation system to coordinate arrival and departure slots during the seven (7) day schedule of additional air traffic. We anticipate additional discussions to continue leading up to the game week and will provide the Board with updates.

Challenge Air For Kids and Friends

On Saturday, January 25, 2020, Challenge Air for Kids and Friends will be presenting "Fly Day" from 8:00 a.m. to 4:00 p.m. at Banyan Air Service, 5340 NW 20th Terrace. On "Fly Day", free airplane rides will be given to any physically challenged child or young adult who is registered prior to the event. For more information about how to volunteer or to contribute a gift, visit the following website at www.challengeair.com or www.challengeair.org.

October 2019

Airport Operations	Oct-18	Oct-19
Total Operations	14,736	14,445
12 Month Cumulative	182,800	174,484
Operations 22:00 to 7:00	507	408
Average Operations per Night	16	13
Customs Operations	Oct-18	Oct-19
Total Aircraft Cleared	831	1,009
12 Month Cumulative	13,102	13,140
Total Passenger/Crew Cleared	3,163	3,765
12 Month Cumulative	53,535	51,983
Helistop Operations	Oct-18	Oct-19
Total Operations	70	68
12 Month Cumulative	880	818

Date	Alert Level	AC Type	Problem
10/5/19	II	Lear 35	Unsafe gear indication
10/6/19	I	Cessna 206	Flat tire during taxi
10/7/19	II	Cessna 310	Unsafe gear indication
10/10/19	II	Cessna 172	Radio failure
10/14/19	I	Diamond DA20	Flat tire during taxi
10/25/19	I	Cessna 172	Flat tire after landing
10/27/19	I	Cessna Citation	Overheated battery

UPDATE ITEM C

DATE: December 5, 2019
TO: Aviation Advisory Board
FROM: Rufus A. James, Airport Mar
BY: Angelia Basto, Administrative Assistant I
SUBJECT: Arrearages



Rent

There are no arrearages to report.

Fuel Flowage

There are no arrearages to report.

UPDATE ITEM D

DATE: December 5, 2019
TO: Aviation Advisory Board 
FROM: Rufus A. James, Airport Manager
BY: Carlton M. Harrison, Assistant Airport Manager
SUBJECT: Fort Lauderdale Executive Airport – Project 12070 – Master Plan Update

On August 25, 2016, the Board endorsed Staff recommendation to approve a contract with Ricondo and Associates, Inc. (Ricondo), to develop a Master Plan Update for the Fort Lauderdale Executive Airport (FXE). The goal of the master planning process is to identify the best options available for meeting the future development needs at the Airport while balancing the needs of airport stakeholders and the surrounding communities. Based on the results of the master planning analysis and coordination with stakeholders, a recommended Airport Development Program was developed by Ricondo, with recommendations regarding airfield, landside and land use enhancements.

The master plan identifies the steps necessary to meet the present and projected demands placed on the Airport for a 20-year planning period. Due to the uncertainty associated with forecasting for 20 years into the future, general practice is to revisit and update the plan approximately every five (5) years. The existing plan for FXE was initiated in 2005 using numbers representing aeronautical activity from the 2004/2005 timeframe and was reviewed and approved by the FAA in 2006. Since that study, the Airport has completed several projects and the state of the general aviation industry has evolved over the years. The update of the Master Plan was needed to reflect new and future facilities, reassess future projections of airport activity, and plan for an appropriate mix of land uses to support projected aviation and non-aviation needs.

The master plan is incorporated into the overall transportation plan of the City and the FAA's National Plan of Integrated Airport Systems (NPIAS). Specific objectives of the airport master include the following:

- Provide a graphic presentation of the airport facilities throughout the 20-year planning period (Airport Layout Plan – ALP)
- Present land use strategies for airport property and those properties adjacent to the Airport
- Establish a phased enhancement schedule
- Present the back-up data which supports the ALP
- Describe alternative plan concepts

The development of the Master Plan has included the participation of a Technical Advisory Group (TAG), which met in a workshop setting, several times over the past two years to develop and make recommendations regarding the best alternatives for the successful continued improvement of the Airport. The TAG was made up of representatives from the AAB, Airport tenants, the community, the Federal Aviation Administration (FAA), Florida Department of Transportation (FDOT), other City departments, other municipalities, and local economic development agencies. TAG meetings were held July 20, 2017, November 14, 2017, and March 13, 2018. Additionally, Public Workshops were held

December 7, 2017 and April 26, 2018 to discuss the various elements of the Master Plan with all interested community stakeholders.

The recommended Airport Development Program proposed by Ricondo includes the following highlights:

- Aircraft Maintenance Run-up Area Expansion
- Runway Guard Lights Installation
- Runway 9 End south run-up area relocation
- Runway 31 End Bypass Taxiways Construction
- Runway 27 End Access and South Run-up Area Improvements
- Runway 9 End South Taxiway Improvements
- Runway 9 Extension (1,000 feet with displaced threshold) including Parallel Taxiways
- Taxiway G Realignment (between Taxiways F and A)
- Taxiways L/P Realignment and Runway 9 End North Run-up Area Construction
- Taxiway Foxtrot Relocation

Both the FAA and FDOT have approved the Master Plan report and associated Airport Layout Plan. The Master Plan is scheduled to be presented to the City Commission at the January 8, 2020 meeting.