



Meeting Notes
North Perry Airport Master Plan Update
Technical Advisory Committee Meeting #2
Wednesday, May 30, 2007

The North Perry Airport Master Plan Update Technical Advisory Committee #2 Meeting was held Wednesday, May 23, 2007 at 1:30 P.M. at Broward County Community College's Aviation Institute. Attendees of the meeting included the following:

- **Stephen Wilson**, BCAD – Planning, Project Manager
- **Nina Demeo**, BCAD – North Perry Airport Manager
- **Darlene Duecker**, BCAD – North Perry Airport Assistant to Airport Manager
- **Doris Enriquez**, BCAD – Properties
- **Christine Steiner**, BCAD – Business
- **David Zeller**, BCAD – Planning
- **Norm Taylor**, Broward County Economic Development – Director
- **Deanne Von Stetina**, Broward County Planning Council
- **Jorge Guerra**, Broward County Community College Aviation Institute – Dean
- **Shawn Hallich**, Pembroke Pines Fire Department – Assistant Division Fire Marshall
- **Neil Newton**, City of Miramar
- **Don Levine**, Hollywood Airport Advisory Committee
- **Leo Holland**, Holland Engineering
- **Terry Fensome**, Pelican Airways
- **Rich Jankowski**, North Perry Aviation
- **Dave Reich**, Tenant
- **Monty Gettys**, Montgomery Consulting Group (MCG/Consultant) – Senior Project Manager
- **Marisol Elliott**, MCG – Aviation Planner
- **Jason Vargesko**, MCG – Technical Writer

Stephen Wilson, BCAD project manager, initiated the meeting and attendees introduced themselves. Monty Gettys, Consultant Project Manager, then proceeded with the presentation of the North Perry Master Plan Update, indicating the progress and summarizing the demand/capacity analysis and facility requirements identified by the Consultant. Details are as follows:

PROGRESS TO DATE

The working papers submitted to BCAD to date include:

- Inventory;
- Planning Guidelines;
- Forecasts;
- Demand/Capacity Analysis;
- Facility Requirements;
- Land Use Evaluation; and
- Environmental Overview.



Meeting Notes
North Perry Airport Master Plan Update
Technical Advisory Committee Meeting #2
Wednesday, May 30, 2007

DEMAND/CAPACITY ANALYSIS AND FACILITY REQUIREMENTS

Aviation demand forecasts were developed in accordance with the FAA's Terminal Area Forecast and has since been approved by the FAA. The demand/capacity analysis indicates that North Perry Airport currently and is expected to continue to have operational capacity well below the Federal Aviation Administration (FAA) Advisory Circular 150/5060, *Airport Capacity and Delay* ASV-calculated forecasts. The facility requirements at North Perry Airport were described and included recommendations from BCAD staff, tenants, and/or the Technical Advisory Committee during the meeting held in December 2006.

ALTERNATIVES ANALYSIS

Based on the Facility Requirements, airside and landside alternatives were developed. The airside alternatives focused on the runways, taxiway, and navigational aids while the landside focused on the aprons, hangars, new fixed base operator (FBO), general aviation terminal, customs facility, and helipad.

Runways

The first step in developing runway alternatives is to determine runway length requirements. The FAA's Airport Design software was used to calculate runway length for small airplanes 12,500 pounds and under. To accommodate small airplanes with less than 10 passenger seats, North Perry would need a runway length ranging from 2,450 to 3,570 feet. The 2,450-foot runway would accommodate 75 percent of small airplanes and the 3,570-foot runway would accommodate 100 percent. For small airplanes with more than 10 passenger seats a runway length of 4,170 feet is required. If the Broward Ordinance restricting aircraft to 12,500 pounds maximum takeoff weight were lifted, then a runway length between 5,300 and 7,810 feet would be required. Again, the length would be dependent upon percent accommodation and useful load. The FAA's Southern Region issued guidance relative to runway length requirements for business jet aircraft. For General Aviation Reliever Airports, a length of 6,500 feet is recommended. The Consultant analyses on Very Light Jet aircraft determined that to accommodate approximately 95 percent of VLJs, a runway length range between 2,400 and 3,500 is needed. Thus, four runway alternatives were developed considering a runway length between 3,500 and 6,500 feet.

Alternative 1 consisted of the no build scenario. This alternative keeps the runways as they are. Advantages and disadvantages were discussed.

Alternative 2 consisted of applying declared distances with existing pavement. This alternative provided only minimal additional length (25 feet) to the runways. Advantages and disadvantages were discussed.



Meeting Notes
North Perry Airport Master Plan Update
Technical Advisory Committee Meeting #2
Wednesday, May 30, 2007

Alternative 3 consisted of constructing additional pavement and applying declared distances. Declared distances are used to maximize the length of the runway then the full runway length is not obtainable for a variety of reasons. Take-off run available (TORA), Take-off distance available (TODA), Accelerate stop distance available (ASDA), and landing distance available (LDA) declared distance definitions were described through the use of an example. Additional pavement was shown for each runway and a table summarized the additional lengths and declared distances obtained. The primary Runway 9R-27L provided the longest TORA and LDA of 3,915 feet. Advantages and disadvantages were discussed.

Alternative 4 accommodates larger aircraft. The 1996 Master Plan explored 6 alternatives, 2 of which providing a 6,000 foot length runway. Since these two alternatives were reasonable they were used again with the exception of providing a 6,500-foot length. The first option consisted of extending Runway 9R-27L to 6,500 feet. The second option consisted of constructing a new diagonal runway. Advantages and disadvantages were discussed. The Consultant stated that this long runway was not recommended. It was noted that this was the only specific recommendation made in the presentation, since the intent was to obtain input from BCAD and the TAC.

Comments were as follows:

- Meeting attendees generally supported the addition of runway pavement/length without impacting the community immediately surrounding North Perry Airport. It was acknowledged that pavement increases would be preferred on runway with non-precision approach.
- Very Light Jet (VLJ) aircraft are expected in the near future at North Perry Airport since they are typically less than 12,500 lbs and in some cases can use the existing runway, and attendees generally supported developing facilities that would accommodate these aircraft types (longer runway pavement, rental facilities, etc).
- An attendee raised concern over the necessity of North Perry Airport's 12,500 lb. weight restriction indicating it was restricting growth of the airport.
- It was noted that some aircraft weighing 12,500 lbs. or less are still restricted from operating at North Perry Airport due to certain aircraft insurance requirements.
- A cost analysis for the alternatives presented has not been performed; the Consultant will develop budgets for the recommended CIP.
- An Economic Impact Study (EIS) has not been conducted to date for North Perry Airport but will be completed as part of the planning process.
- An FAA Environmental Assessment will have to be performed for alternatives that extend the runway pavement.



Meeting Notes
North Perry Airport Master Plan Update
Technical Advisory Committee Meeting #2
Wednesday, May 30, 2007

Taxiways

One taxiway alternative was presented. The construction of Taxiway A would increase the operational capacity of the airfield and open the opportunity for development on the west side of the Airport. The Consultant specifically asked for opinions relative to the highest and best use of the banner towing area since future development in that area would impact banner companies.

Navigational Aids

Two navigational aids alternatives were discussed. The first consisted of establishing a precision instrument approach. The Consultant stated that the request was derived from the TAC meeting held in December 13, 2006. At this time, only land use impacts were shown based on FAA Runway Protection Zone (RPZ) criteria for precision instrument runways (no obstruction information was presented). Advantages and disadvantages were discussed.

Two potential sites were discussed if the FAA were to relocate the decommissioned VOR from Fort Lauderdale/Hollywood International Airport to North Perry Airport. Advantages and disadvantages were discussed

Comments were as follows:

- Runway Protection Zone (RPZ) standards are regulated by the FAA. Currently there are no differences in RPZ criteria for an ILS or a GPS precision approach. Residential uses are not permitted in RPZs.
- In addition to the RPZ concerns, FAA would have to determine the likelihood of adding a precision approach to North Perry Airport.
- Meeting attendees generally supported the addition of a precision approach at North Perry Airport. It was also noted that since the Airport has a lot of training activity, that having a precision approach is a desired navigational aid for the airport. Although there is not significant bad weather, training itself should justify the facility.
- The consensus of the comments indicated that the land use impacts were too great for precision instruction runway implementation.
- It was noted that a precision instrument approach should be evaluated again if FAA's RPZ criteria changes and would cause fewer impacts to the community.
- Wide Area Augmentation Systems (WAAS) and Local Area Augmentation Systems (LAAS) are relatively new to the aviation industry. The FAA recognizes the VHF Omni directional Range (VOR) as the industry wide standard for navigational assistance of aircraft.
- If FAA determines to relocate VOR from Fort Lauderdale/Hollywood International Airport to North Perry Airport, consultant recommends VOR relocation to the southwest side of the North Perry Airport airfield to allow for future development on the southeast side of the airfield.



Meeting Notes
North Perry Airport Master Plan Update
Technical Advisory Committee Meeting #2
Wednesday, May 30, 2007

- An attendee commented that there does not appear to be an economic advantage to relocating the VOR to North Perry Airport and that the funds used to relocate the VOR could be used more wisely indicating the VOR would just take up space at the Airport.

Aprons

Six potential apron sites were identified. The Consultant stated that additional apron area would be needed in the long-term. Advantages and disadvantages of each site were discussed.

Hangars

Eight potential hangar sites were identified. The Consultant stated that based on the Facility Requirements, approximately 26 T-Hangars and 8 corporate hangars would be needed during the planning period.

New Fixed Base Operator/ General Aviation Terminal

Eight potential FBO sites were identified in addition to the alternative of enhancing existing FBOs. The Consultant reviewed the minimum facility requirements for an FBO based on BCAD's 2003 Minimum Standards. Based on comments received from tenants and the TAC Meeting held on December 13, 2006, the Consultant studied alternatives for a new general aviation terminal.

TAC members stated that the existing FBOs were struggling at North Perry Airport and did not see a need for a third FBO; especially when fuel prices are skyrocketing. TAC members also commented that a full service FBO is crucial to an airport's development/growth. An additional FBO at North Perry Airport has been discussed and further research will be conducted by Consultant.

Comments were as follows:

- Consultant has developed the sites based on the TAC Meeting #1 input that a need to upgrade the services and level of services at the airport.
- Several attendees commented that the existing FBOs at North Perry Airport are not providing adequate services for existing pilots/aircraft, and many were purchasing fuel from other airports. Specifically comments included many North Perry Airport pilots would rather re-fuel their aircraft at other nearby airports because of the lower fuel prices, superior fueling facilities and improved customer service as compared to North Perry Airport's fueling facilities.
- There was a discussion regarding the economic viability of having numerous FBOs at a general aviation airport. An attendee indicated there could be as many FBOs as needed,



Meeting Notes
North Perry Airport Master Plan Update
Technical Advisory Committee Meeting #2
Wednesday, May 30, 2007

- that the number of FBO's should not be limited. An attendee suggested BCAD could open an FBO as means for improving services at North Perry Airport. There was not a consensus on the FBO concern except that improvements to level of service were needed
- It was suggested that Consultant should compare fueling facilities at other nearby GA airports to see if Airport has competing services.

Customs Facility

The Consultant discussed the applicant requirements and steps in considering North Perry as a U.S. Customs User Fee Airport. The costs, advantages and disadvantages were discussed.

Helipad

Four potential helipad sites were identified. Advantages and disadvantages were discussed.

Other Comments included:

- BCAD can improve the “negative atmosphere” at North Perry Airport.
- The instituting of landing fees at Fort Lauderdale/Hollywood International Airport, coupled with the current conditions at North Perry Airport are causing pilots to go to other airports in the area.
- BCAD needs to start being more involved and stay involved at North Perry Airport.
- North Perry Airport/BCAD receives political pressure from the surrounding municipalities.
- The aircraft maintenance shop owners are not qualified to repair/maintain newer aircraft. The airport should look to attract modern aircraft maintenance shops and use the trained graduates for Broward Community College. Premier aircraft maintenance shops (i.e., Cessna-, Piper-, Beech Craft-certified etc.) at North Perry Airport could provide jobs for flight school students and provide economic advantage to North Perry Airport.
- The culture of BCAD suppresses North Perry Airport.
- BCAD makes it extremely difficult for private tenants to improve facilities at North Perry Airport because of the current leasing structure. Tenants currently must use their own funds to build at the Airport and lease terms are not sufficient for foreseeable return on investment (ROI).
- Government-funded grants (FDOT – economic) could be requested for improving facilities/services offered at North Perry Airport.
- Consultant reviewed master planning schedule and provided copies for attendees.
- Consultant is in the process of identifying a Capital Improvement Program (CIP) to improve North Perry Airport.
- Consultant will take financial feasibility into consideration during the process of developing the CIP.



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Meeting Notes
North Perry Airport Master Plan Update
Technical Advisory Committee Meeting #2
Wednesday, May 30, 2007

- Consultant indicated that the associated comments received during the TAC meetings will be considered in the development of the Business Tools section of the Master Plan Update.
- An attendee asked if an economic impact analysis will be conducted, and if so, how will it be accomplished. It was mentioned that a crystal-ball method of estimating the economic impact based on specific growth scenarios might help BOCC in justification for development of the airport.

The meeting concluded at 3:15 P.M.

Those interested in the North Perry Airport Master Plan Update may visit the web page listed below for additional meeting notes and presentations.

<http://www.broward.org/airport/northperry.htm>