



**Meeting Notes**  
**North Perry Airport Master Plan Update**  
**Tenant Meeting**  
**Wednesday, June 27, 2007**

The North Perry Airport (HWO) Master Plan Update Tenant Meeting was held Wednesday, June 27, 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
- **Mike Nonnemacher**, BCAD – Operations
- **Nina Demeo**, BCAD – North Perry Airport Manager
- **Christine Steiner**, BCAD – Business
- **Jacques Beaumier**, BCAD – Business
- **Craig Wilson**, BCAD – North Perry Airport
- **Tricia Brissett**, Broward County Aviation Attorney's Office
- **Ken Martin**, Air Traffic Control Tower
- **Jim White**, Pembroke Pines Fire Department
- **Shawn Gilmartin**, Pembroke Pines Fire Department
- **Joe Marhefka**, Broward County Mosquito Control
- **Ray Schuetz**, Broward County Mosquito Control
- **Lois Cotton**, North Perry Aerospace
- **Larry Owenf**, North Perry Aerospace
- **Terry Fensome**, Pelican Airways
- **Brian Broderson**, Van Wagner Aerial Media
- **Hiam Molcho**, Hollywood Aviation
- **Bob Benyo**, Aerial Banners
- **Dana Benyo**, Aerial Banners
- **Tony Anderson**, Wings of Paradise
- **Michael A. Punziano**, ATA Flight School
- **Marco Echeverry**, JAZTEC
- **William Ford**, Helicopters Inc.
- **Alice Galari**, Key Power Technical Institute
- **Bob Miller**, Miller Aviation
- **Monty Gettys**, Montgomery Consulting Group (MCG/Consultant) – Senior Project Manager
- **Marisol Elliott**, MCG – Senior Aviation Planner
- **Jason Vargesco**, MCG – Technical Writer

Stephen Wilson, Broward County Aviation Department (BCAD) project manager, opened the meeting and welcomed everyone. After the attendees introduced themselves Monty Gettys, Consultant Project Manager, proceeded with the presentation of the North Perry Master Plan Update, indicating the progress and summarizing the project. Details are as follows:



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**Tenant Meeting**  
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**PROGRESS TO DATE**

The working papers submitted to BCAD to date include:

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

**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.

**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, helipad and consolidated fuel farm.

**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



**Meeting Notes**  
**North Perry Airport Master Plan Update**  
**Tenant Meeting**  
**Wednesday, June 27, 2007**

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. *This alternative is not recommended by the Consultant.*

**Alternative 2 consisted of applying declared distances with existing pavement.** 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. This alternative provided only minimal additional length (25 feet) to the runways. Advantages and disadvantages were discussed. *This alternative is not recommended by the Consultant.*

**Alternative 3 consisted of constructing additional pavement and applying declared distances.** 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 3,910 feet. Advantages and disadvantages were discussed. *This alternative is recommended by the Consultant. Additional pavement to Runways 9R-27L is shown in the airside recommendations exhibit.*

**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 the tenants. *This alternative is not recommended by the Consultant.*

**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 mentioned that Taxiway A could be developed in two phases, with the southern portion constructed first. Development in the northwest area of the Airport will impact banner towing operations. *The construction of Taxiway A is recommended by the Consultant.*



**Meeting Notes**  
**North Perry Airport Master Plan Update**  
**Tenant Meeting**  
**Wednesday, June 27, 2007**

**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 on 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. *A precision instrument approach is not recommended by the Consultant at this time.*

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. *The consultant recommends a site in the southwest quadrant of the Airport should the VOR be relocated from FLL to HWO.*

**Airside Recommendations**

The Consultant provided a drawing of airside recommendations as follows: construct additional pavement on both Runways 9R and 27L with declared distances, construct Taxiway A (in phases), and place the VOR in the southeast quadrant of the Airport. The Consultant highlighted projects that would be funded by other sources: federal, state and local.

**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. *The consultant recommends development of apron on the north side of the Airport (Site 2) and the southwest side of the Airport (Site 6).*

**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. Advantages and disadvantages were discussed. *The consultant recommends development of hangars on the north side of the Airport (Site 2) and the east side of the Airport (Site 4).*

**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



**Meeting Notes**  
**North Perry Airport Master Plan Update**  
**Tenant Meeting**  
**Wednesday, June 27, 2007**

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. Advantages and disadvantages were discussed. *The consultant recommends development of an FBO/GA Terminal on the east side of the Airport (Site 4), west side of the Airport (Site 3) and southwest side of the airport (Site 5).*

**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. *The development of a customs facility as a User Fee Airport at HWO is not recommended by the Consultant.*

**Helipad**

Four potential helipad sites were identified. Advantages and disadvantages were discussed. *The consultant recommends development of a helipad in the southeast quadrant of the Airport (Site 4).*

**Consolidated Fuel Farm**

Five potential consolidated fuel farm sites were identified. Advantages and disadvantages were discussed. *The consultant recommends development of a fuel farm on the north side of the Airport (Site 2).*

**Landside Recommendations**

The Consultant provided a drawing of landside recommendations. The Consultant highlighted projects that would be funded by other sources; federal, state and local.

**Combined Improvement Plan**

The Consultant provided a drawing combining the airside and landside recommendations. Projects that would be funded by other sources (federal, state and local) were again highlighted.

**Preliminary Capital Improvement Program**

The Consultant discussed the listed projects by short-, mid- and long-term being developed as part of the Capital Improvement Program (CIP) for North Perry Airport. The Consultant stated that the CIP was a work in progress and that once the financial feasibility was completed; projects may shift with respect to implementation timing.



**Meeting Notes**  
**North Perry Airport Master Plan Update**  
**Tenant Meeting**  
**Wednesday, June 27, 2007**

**Other**

Ms. Nina Demeo, Airport Manager stated how pleased she was with the turn out at today's meeting and encouraged the tenant attendees to share their concerns for the airport as well as any updates regarding their businesses. Comments were as follows:

- Some access gates at the airport are electric while others are manual. The Airport Manager advised attendees the gate installation is an on-going project which has three phases. The project although approved last year was recently awarded to a contractor and gate installation will be occurring during the next couple of months. An additional component of this project will be "Phase three" which will involve administering gate access privileges.
- The consultant had been asked to look into the possibility of relocating and finding a site for the VOR at FLL. The possibility to relocate the VOR from FLL to HWO does not now appear likely. The VOR is expected to remain at FLL.
- Typically, FBOs are privately owned, but at some airports the airport owner operates the FBO. The master plan update does not anticipate BCAD operating an FBO in the future. The consultant noted that state funds may be available for the development of revenue-generating facilities such as hangars, corporate hangars and general aviation terminal buildings. However, matching funds must also be available from the County.
- It was noted that because North Perry Airport lies in a hurricane zone, it is difficult to obtain a permit to build.
- Attendees in the southwest region of the Airport have been experiencing problems with internet connections. Utility companies are currently upgrading communications lines.
- There is concern for a vacant building on the southeast side of the Airport which is in poor condition. The fate of the building is currently being determined by the County, and that the County is aware it is responsible for the building's upkeep.
- There is a desire to have a restaurant at the Airport to improve the sense of community by attracting people to the airport and help develop a community interest in aviation.
- An official with the City of Pembroke Pines Fire Department indicated that the aircraft fire fighting vehicle and its on-board equipment is 15 – 20 years old. The vehicle has been kept in very good condition, but may not adequately serve the needs of the Airport



**Meeting Notes**  
**North Perry Airport Master Plan Update**  
**Tenant Meeting**  
**Wednesday, June 27, 2007**

today. A representative with BCAD indicated there has been mention of bringing a pumper truck and possible other aircraft rescue vehicles currently at FLL to HWO.

- Concern was raised over improvements recommended in prior meetings that have not yet been implemented. Many tenants expressed frustration that HWO does not receive the attention it deserves from the county.
- Several tenants expressed concern regarding leasehold rate increases noting that rent, insurance and gas prices have all increased considerably, and profitability has been difficult.
- An attendee shared that obtaining a lease extension through the County has been ongoing for nearly 10 years. Capital improvement requirements set forth in this particular tenant's leasehold have doubled with the length of time taken for correspondence and thus subjected the tenant to unforeseeably inflated costs (i.e., steel and concrete prices) for capital improvements. The consultant noted that updating the leasing policies was clearly the number one concern from the tenants.
- In regards to an incentive to build at the Airport, the Airport Manager highlighted that those wishing to build on raw property may be eligible for nine months' free rent.
- It was requested that the new BCAD Airport Director meet with the tenants and others conducting business at North Perry Airport to hear the tenants' concerns and see how HWO operates.
- An attendee commented that a greater majority of County funds are reserved for Fort Lauderdale/Hollywood International Airport.
- Several tenants were concerned regarding cost and attainability of wind insurance. An attendee noted that Palm Beach County offers a wind insurance policy to its airport tenants. A BCAD spokesperson commented that the County is currently investigating the possibility of offering wind insurance to Airport tenants.
- An attendee questioned the Airport's hurricane preparedness measures and procedures when returning to the Airport after a hurricane. Hurricane emergency response badges will be addressed for appropriate personnel.
- The Airport Manager thanked tenants for taking measures to remove derelict aircraft from their leaseholds. It was also noted that during a recent hurricane preparedness inspection, all properties were shown to be in good standing.



**Meeting Notes**  
**North Perry Airport Master Plan Update**  
**Tenant Meeting**  
**Wednesday, June 27, 2007**

- Attendees commented that Airport users do not fuel at HWO due to the high prices. Some pilots buy enough gas to fly to other airports such as Opa-locka (OPK), Boca Raton (BCT) and Ft. Lauderdale Executive (FXE) Airports and re-fuel their aircraft.
- There was a discussion regarding proposed increases to HWO's fuel flowage fees. BCAD provided a brief summary of the flowage fees at nearby general aviation airports and North Perry Airport had one of the lower rates. Nevertheless, tenants voiced concern over increasing costs related to fuel prices.
- It was noted that a common goal for the Airport is to have it to be self sufficient.
- An attendee suggested forming a tenant association/committee to improve communications and future planning with BCAD. Additionally, it was requested that business staff from BCAD have an active presence at the Airport.
- A comment was made that potential investors for the Airport are discouraged from investing if they talk to existing tenants who relate their non-positive experiences with BCAD and the City of Pembroke Pines.
- An opportunity to attract potential business to HWO was noted as smaller general aviation pilots at neighboring airports such as Opa-locka and Fort Lauderdale Executive Airports have recently experienced longer take-off wait times and would prefer the smaller, less active conditions at HWO.
- BCAD staff made note that North Perry Airport was nominated and in the running with Florida Airports Council for the Airport of the Year Award.
- BCAD recognizes North Perry Airport's obstacles and its potential for development.
- BCAD staff commented that an Airport advisory committee is a good idea and BCAD would be willing to form an effective partnership with the tenants of North Perry Airport in efforts to better communication between the aviation department and the tenants as it relates to the tenants needs.
- Staff commended four particular tenants (two competing helicopter organizations and two competing banner towing organizations) for their efforts at a recent meeting to help keep the Airport and surrounding community safe.



**MONTGOMERY**  
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*Consultants to the Aviation Industry*

**Meeting Notes**  
**North Perry Airport Master Plan Update**  
**Tenant Meeting**  
**Wednesday, June 27, 2007**

The meeting concluded at 3:30 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>