

Appendix A

Stakeholder Engagement and Public Outreach Program

- A.1 Stakeholder Engagement and Public Outreach Program
- A.2 Policy Advisory Committee Meeting - September 22, 2016
- A.3 Technical Advisory Committee Meeting – September 28, 2016
- A.4 Policy Advisory Committee Meeting – June 21, 2018
- A.5 Technical Advisory Committee Meeting – June 21, 2018
- A.6 Tenant Briefing – August 22, 2018
- A.7 Tenant Briefing – May 22, 2019
- A.8 Policy Advisory Committee Meeting – May 22, 2019
- A.9 Technical Advisory Committee Meeting – May 22, 2019
- A.10 Public Workshop – May 23, 2019

Appendix A.1
Stakeholder Engagement and Public Outreach Program

Stakeholder Engagement and Public Outreach Plan

PREPARED FOR:

Broward County Aviation Department

PREPARED BY:

RICONDO & ASSOCIATES, INC.

IN ASSOCIATION WITH:

Dickey Consulting Services, Inc.

February 2017

Table of Contents

1.	Introduction	1-1
1.2	Goals and Objectives	1-2
1.3	Public Outreach Overview - Phase I.....	1-2
2.	Stakeholder Engagement Activities	2-1
2.1	County, State, Federal and Tenant Stakeholder Coordination	2-1
2.1.1	POLICY ADVISORY COMMITTEE (PAC)	2-1
2.1.2	TECHNICAL ADVISORY COMMITTEE (TAC).....	2-3
2.1.3	TENANT BRIEFINGS.....	2-3
2.1.4	BCAD AVIATION DIRECTOR BRIEFINGS	2-3
2.1.5	COUNTY COMMISSIONER BRIEFINGS AND WORKSHOPS.....	2-3
2.2	Municipal, Agency and Business Stakeholder Input	2-5
2.2.1	AGENCY AND MUNICIPALITY BRIEFINGS.....	2-5
3.	Public Outreach Activities	3-1
3.1	Public Information Meeting.....	3-2
3.2	Focus Groups	3-2
3.3	Master Plan Website and Social Media	3-3
4.	BCAD Outreach Program Support.....	4-1

List of Tables

Table 1-1: Phase I Summary Stakeholder Outreach Matrix.....	1-3
Table 2-1: Policy Advisory Committee Members.....	2-2
Table 2-2: Technical Advisory Committee Members	2-4

1. Introduction

The purpose of the Stakeholder Engagement Strategy and Public Outreach Program (the Program) is to obtain meaningful input from key stakeholder groups or members of the public that may be impacted by or have a vested interest in the outcomes of the proposed North Perry Airport (HWO) Master Plan Update. HWO affects a broad and diverse group of stakeholders, both internal and external. It is, therefore, important to develop an engagement strategy and public outreach process that is inclusive and strives to create an environment that promotes meaningful dialogue and opportunities for stakeholders and the public to actively participate in the master planning process.

The Program serves to ensure that the Master Plan benefits from the input of stakeholders, the general public, and other interested parties. The public outreach program will be conducted so as to help build support for the Master Plan's recommendations and facilitate subsequent development. The Program will consist of technical and policy advisory committee meetings, workshops, other stakeholder briefings, visual, printed and digital (internet) communications.

The stakeholder engagement and public outreach activities will focus on:

- outlining the study goals and objectives,
- presenting preliminary results from technical analyses performed during Phase I, and
- soliciting input that may influence the technical analyses to be performed during Phase II.

1.2 Goals and Objectives

Key goals for the Stakeholder Engagement and Public Outreach effort include:

- Meet and collaborate with BCAD and relevant internal leadership to identify a comprehensive list of key stakeholders that must be engaged in the planning process. Anticipated stakeholder groups include, but are not limited to:
 - BCAD, the R&A Team, Policy Advisory Committee (PAC) members and Technical Advisory Committee (TAC) members, Airport tenants, stakeholders;
 - Impacted County departments (i.e., Convention Center, Public Works, etc.), regulatory agencies, public officials, municipalities, business leaders (i.e., Broward Workshop, Broward Alliance, and Miramar Pembroke Pines Chamber of Commerce) Stakeholders, and;
 - General Public – residential/civic associations and business communities within impacted areas and at-large.
- Actively engage key stakeholders so that significant issues can be identified, participants can provide input and comments and, if possible, consensus can be achieved.
- Enhance decision-making and build business and public confidence in the process and recommendations.
- Disseminate accurate, timely, and concise information to assist stakeholders in reaching and expressing informed opinions about the airport development options being considered by the Board.

1.3 Public Outreach Overview - Phase I

Table 1-1, Stakeholder Outreach Summary Matrix, summarizes the various outreach and public workshop initiatives, as well as their anticipated frequency. This matrix includes each of the main stakeholder and public outreach initiatives, and includes the following information:

- Activity (PAC, TAC, Tenant Briefings, etc.)
- Target Audience
- Venue/Communication Mediums
- Frequency



Table 1-1 (1 of 3): Phase I Summary Stakeholder Outreach Matrix

ACTIVITY	TARGET AUDIENCE	VENUE/COMMUNICATION MEDIUM	FREQUENCY
Policy Advisory Committee (PAC)	Miramar-Pembroke Pines Regional Chamber of Commerce	BCAD Administrative Offices	Quarterly
	Hollywood Chamber of Commerce	Roundtable Format	
	Latin Chamber of Commerce of Broward County	PowerPoint Presentation/Handouts	
	City of Hollywood		
	City of Pembroke Pines		
	City of Miramar		
	Greater Fort Lauderdale/Broward County Convention Center		
	Enterprise Florida		
	Greater Fort Lauderdale Alliance		
	Florida Department of Economic Opportunity		
	FDOT District IV Office		
	FAA - Orlando Airports District Office		
	BCAD Director of Aviation		
	BCAD Director of Administration		
	BCAD Deputy Director of Aviation		
	BCAD Assistant Director of Administration/Finance		
	BCAD Airport Manager		
	BCAD Assistant Director of Airport Development		
	BCAD Director Planning and Environmental		
	BCAD Director of Operations		

Table 1-1 (2 of 3): Phase I Summary Stakeholder Outreach Matrix

ACTIVITY	TARGET AUDIENCE	VENUE/COMMUNICATION MEDIUM	FREQUENCY
Technical Advisory Committee (TAC)	Robinson Aviation (ATCT operator)	BCAD Administrative Offices	Quarterly
	City of Hollywood Planning Board	Roundtable Format	
	City of Pembroke Pines Planning and Economic Development	PowerPoint Presentation/Handouts	
	City of Miramar Planning and Zoning		
	Broward Metropolitan Planning Organization		
	Broward Planning and Environmental		
	Broward Sheriff Office		
	FDOT District 4 Aviation Office		
	Florida Department of Economic Opportunity		
	FAA - Orlando Airports District Office		
	BCAD Administration		
	BCAD Finance		
	BCAD Business		
	BCAD Info Systems		
	BCAD Capital Improvement		
	BCAD Planning		
	BCAD Airport Expansion		
	BCAD Maintenance		
	BCAD Operations		
	BCAD Security		
	HWO Airport Administration		
Other HWO Tenant Briefings	Tenant Advisory Committee	Tenant Advisory Committee PowerPoint Presentation/Handouts	Key Milestones (Upon Completion of Aviation Activity Forecasts)
Municipalities/Business Organizations	Broward Alliance	One-one Briefings	Key Milestones (Upon Completion of Aviation Activity Forecasts)
	Miramar Pembroke Pines Chamber of Commerce	PowerPoint Presentation/Handouts	
County Commissioner Briefings		One-on-one briefings Discussion Outline	Key Milestones (Upon Completion of Aviation Activity Forecasts)
Executive Director Briefing		One-on-one briefings	Monthly/Bi-Monthly
		PowerPoint	



Table 1-1 (3 of 3): Phase I Summary Stakeholder Outreach Matrix

ACTIVITY	TARGET AUDIENCE	VENUE/COMMUNICATION MEDIUM	FREQUENCY
Regional Planning Organizations	South Florida Regional Planning Council	One-on-one	
	South Florida Transit Authority (Tri-rail)		
	All-Aboard Florida		
Airport Community Advisory Committees	Airport Noise Advisory Committee(s)		Quarterly
	Individual Community Advisory Committees		
Public Workshops	General Public	Convention Center	Upon Completion of Aviation Activity Forecasts
Dates TBD		Presentation Board/Handouts	
Focus Groups	TBD	TBD	To be considered for Phase II
Information Dissemination	General Public	Master Plan Website (via HWO Airport Website)	Key Milestones (Upon Completion of Aviation Activity Forecasts)
		Press Releases/BCAD Newsletter	
		E-mail Distribution (via BCAD Public Outreach Office)	

SOURCE: Broward County Aviation Department, April 2016

PREPARED BY: Dickey Consulting Services, Inc. August 2016

2. Stakeholder Engagement Activities

2.1 County, State, Federal and Tenant Stakeholder Coordination

The R&A Team will conduct briefings and one workshop per the scope of services approved by the BCAD with various organizations identified in coordination with BCAD and County staff. The purpose of these briefings and the workshop will be to advise stakeholders of the development options being considered by the County, receive input and comments from stakeholders, and later apprise the Board of comments received.

It is anticipated that the stakeholder organizations to be briefed will include, but not be limited to, the FAA, FDOT, government agencies, homeowner groups and/or advisory boards in neighboring communities, airport tenants/users and representatives of the business community. The various stakeholders are described in the following paragraphs.

2.1.1 POLICY ADVISORY COMMITTEE (PAC)

The PAC is comprised of BCAD senior management staff, as well as key members of other Business and Economic Development agencies, governmental and community groups, and policy makers. The PAC will provide insight and guidance on the community's reaction, sensitivity, views and desires for HWO as it operates today and how it should evolve in the future. The PAC comprises policy and administrative representatives from the local, county, and/or regional organizations; and key community leaders.

This Committee will provide input to the planning team on macro-level policy issues, considerations, near-term and long-range aviation goals of the County, and other factors that shape or affect the role of each airport in the County, as well as facility or operational needs that will affect the diversity and breath of analyses undertaken in the master planning process. It will also provide valuable input regarding community issues and concerns relating to the Airport and the airport's relationship to the overall community and individual municipalities. **Table 2-1** provides a complete listing of PAC members.

The PAC meetings will be recorded/transcribed and typically held on a quarterly basis. PAC meetings will be held at the BCAD Administration Building to the maximum extent possible, or other nearby locations if conference room availability in the Administration Building does not exist. Information packets will be provided to the committee members, including meeting notes and copies of presentation materials following each meeting. BCAD staff will receive the presentation materials two weeks prior to the meeting for review.



Table 2-1: Policy Advisory Committee Members

COMMUNITY/GOVERNMENT AGENCIES & GROUPS	PRIMARY POC	PHONE	E-MAIL ADDRESS
CHAMBERS OF COMMERCE			
Miramar-Pembroke Pines Regional Chamber of Commerce, President/CEO	Robert Goltz	954-432-9808	Robert@miramarpembrokepines.org
Hollywood Chamber of Commerce - CEO/Executive Director	Anne Hotte	954-923-4000	ann@hollywoodchamber.org
Hispanic Unity of Florida	Josie Bacallao	954-646-5403	jbacallao@hispanicunity.org
LOCAL MUNICIPALITIES			
City of Hollywood	Andria Wingett	954-921-3471	awingett@hollywoodfl.org
City of Pembroke Pines	Joseph Yaciuk	954-392-2100	jyaciuk@ppines.com
City of Miramar	Matthue Goldstein	954-602-3281	mgoldstein@miramarfl.gov
OTHER COUNTY ORGANIZATIONS			
Greater Fort Lauderdale/Broward County Convention Center	Stacy Ritter	954-765-4466	sritter@broward.org
ECONOMIC DEVELOPMENT ORGANIZATIONS			
Enterprise Florida	Gray Swoope	407-956-5600	gswoope@eflorida.com
Florida Department of Economic Opportunity	Julie Dennis	850-717-8478	julie.dennis@deo.myflorida.com
FEDERAL/STATE AGENCIES			
FDOT District IV Office	Laurie Mcdermott	954-777-4497	mcdermottl@fdot.st.gov
FDOT District IV Office	Amie Goddeau	954-777-4343	amie.goddeau@dot.state.fl.us
FAA - Orlando Airports District Office	Bart Vernace	407-812-6331	Bart.Vernace@faa.gov
BCAD STAFF			
Director of Aviation / CEO	Mark Gale	954-359-2450	mgale@broward.org
Director of Administration	Celina Saucedo	954-359-1329	asaucedo@broward.org
Assistant Director of Administration/Finance	Doug Wolf	954-359-2758	dwolf@broward.org
Assistant Director of Airport Development	Steve Wiesner	954-359-1026	swiesner@broward.org
Director Planning and Environmental	Michael Pacitto	954-560-0766	mpacitto@broward.org
Director of Operations	Michael Nonnemacher	954-359-1213	mnonnemacher@broward.org
AIRPORT MANAGER HWO	Nina McPherson	954-359-1016	nmcpherson@broward.org

SOURCE: Broward County Aviation Department, August 2016

PREPARED BY: Dickey Consulting Services, Inc. September 2016



A total of three PAC meetings took place on September 22, 2016, June 21, 2018, and May 22, 2019. Meeting minutes are included at the end of this appendix.

2.1.2 TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC will be geared toward review of the master planning analyses and its various tasks from a technical perspective. This committee will include BCAD staff from various divisions, as well as representatives from the FDOT, the Metropolitan Planning Organization (MPO), City and County Community and Transportation Planning Agencies, the FAA, the HWO Air Traffic Control Tower, airlines, and other key Airport users. This committee will review and comment on the technical and operational analyses and recommendations issued throughout the master planning process. **Table 2-2** provides a listing of TAC members.

The TAC meetings will be recorded/transcribed and typically held on a quarterly basis. TAC meetings will be held at the BCAD Maintenance Compound located at FLL, BCAD Administrative Offices, or other locations near FLL. Information packets will be provided to the committee members, including meeting notes and copies of presentation materials following each meeting. BCAD staff will receive the presentation materials two weeks prior to each meeting for review.

A total of three TAC meetings took place on September 28, 2016, June 21, 2018, and May 22, 2019. Meeting minutes are included at the end of this appendix.

2.1.3 TENANT BRIEFINGS

Throughout the Study as requested by BCAD, one-on-one meetings will be held with airport tenant representatives. The R&A team will request feedback from the individual representatives regarding preferred meeting dates/times for monthly or quarterly meetings.

2.1.4 BCAD AVIATION DIRECTOR BRIEFINGS

Quarterly updates will be provided to the Airport Director and one-on-one meetings as needed per BCAD staff to update the Broward County Board of County Commissioners.

2.1.5 COUNTY COMMISSIONER BRIEFINGS AND WORKSHOPS

One-on-one meetings will be held with Broward County Commissioners, as well as an Alternatives Workshop will be conducted. These briefings will be conducted at key milestones as identified in consultation with BCAD staff, while the Alternatives Workshop will be conducted during Phase II of the Master Plan Update.



Table 2-2: Technical Advisory Committee Members

CATEGORY/ORGANIZATION	PRIMARY POC	PHONE	E-MAIL ADDRESS
CITY PLANNING, ZONING, ENGINEERING			
Hollywood Planning Board	Leslie Del Monte	954-921-3471	ldelmonte@hollywoodfl.org
City of Pembroke Pines Planning and Economic Development	Joseph Yaciuk	954-435-6510	Jyociak@ppines.com
City of Miramar Planning and Zoning	Michael Alpert	954-602-3264	malpert@miramarfl.gov
Robinson Aviation (ATCT operator)	Ron Brinson	954-981-4667	hwo@rvainc.com
COUNTY ORGANIZATIONS			
Broward Metropolitan Planning Organization	Peter Gies	954-876-0048	GiesP@browardmpo.org
Broward Planning and Environmental	Maribel Feliciano	954-519-1424	mfeliciano@broward.org
STATE ORGANIZATIONS			
FDOT District 4 Aviation Office	Laurie Mcdermott	954-777-4497	mcdermottl@fdot.st.gov
Florida Department of Economic Opportunity	Julie Dennis	850-717-8478	julie.dennis@deo.myflorida.com
FEDERAL AGENCIES			
FAA - Orlando Airports District Office	Marisol Elliot	407-812-6331	Marisol.Elliott@faa.gov
FAA - Orlando Airports District Office	Vernon Rupinta	407-812-6331	Vernon.Rupinta@faa.gov
BCAD STAFF			
Business	Kevin Haas	954-465-8290	khaas@broward.org
Business	Henry Perez	954-644-9028	hperez@broward.org
Finance	Priscilla Diaz	954-359-6127	prdiaz@broward.org
Info Systems	Angela Scott	954-359-6166	ascott@broward.org
Capital Improvement	Gasser Douge	954-359-6973	Gdouce@browrad.org
Planning	Mike Pacitto	954-359-6103	MPPacitto@broward.org
Airport Expansion	Trevor Fisher	954-359-6866	TmaFisher@broward.org
Maintenance	Richard Waskiewicz	954-359-7292	rwaskiewicz@broward.org
Operations	John Pokryfke	954-359-1214	Jpokryfre@broward.org
Airport Manager - Security	Joseph Gaudio Jr.	954-359-2356	fcapello@broward.org
HWO Airport , Airport Manager	Nina McPherson	954-359-1016	nmacpherson@broward.org

SOURCE: Broward County Aviation Department, August 2016

PREPARED BY: Dickey Consulting Services, Inc., September 2016



2.2 Municipal, Agency and Business Stakeholder Input

Municipal, agency and business stakeholders include: impacted County departments (i.e., Convention Center, Public Works, etc.), regulatory agencies, public officials, municipalities, business leaders (i.e., Broward Workshop, Broward Alliance, and Greater Fort Lauderdale Chamber of Commerce); and various members from the PAC and TAC.

2.2.1 AGENCY AND MUNICIPALITY BRIEFINGS

Throughout the Study as requested by BCAD, one-on-one meetings will be held with local municipal staff (City Managers or designees) and municipal elected officials, as well as with other County departments as needed or requested.

- City of Pembroke Pines
- City of Hollywood
- City of Miramar

The R&A Team will conduct up to three briefings with these stakeholders as requested by BCAD.

3. Public Outreach Activities

Public information workshops will be held during the Master Plan process. The workshops will be used to inform and educate the general public and media of the study process and major findings. The R&A Team will prepare the public notice for announcement of the workshops by BCAD staff. The stakeholder engagement and public outreach efforts will focus on:

- outlining the study goals and objectives,
- presenting preliminary results from technical analyses performed during Phase I, and
- soliciting input that may influence the technical analyses to be performed during Phase II.

The immediate impact areas for this Study will include meetings with stakeholder organizations/municipalities in the following:

- Miramar Pembroke Pines Chamber of Commerce
- Pembroke Pines
- Hollywood
- Selected homeowner's associations and civic associations in Hollywood, Pembroke Pines, and Miramar (approximately 6 to 12 in each city/town)

The Aviation Activity Forecasts prepared as part Master Plan Update are anticipated to be approved by the Federal Aviation Administration by January 2017. Subsequently, the first Public Information Meeting is anticipated to be held during the first or second quarter of 2017. Public outreach collateral materials and related social media materials will be developed by the R&A Team and provided to BCAD staff to upload onto the BCAD webpage. During Phase II of the FLL Master Plan Update, focus groups may be conducted to ascertain concerns or issues from the public.

The R&A Team will provide support to BCAD's ongoing outreach program throughout the duration of the HWO Master Plan Update by preparing public information materials, which may be disseminated through various mediums, including, but not limited to, the following:

- Press releases or newspaper inserts
- Newsletters
- BCAD website



- Fact sheets
- Electronic communications and E-newsletters

3.1 Public Information Meeting

The purpose of the Public Information Meeting is to fully acquaint the public with improvements proposed as part of the HWO Master Plan Update, and give the public an opportunity to review/comment on alternatives. The meeting will be conducted at a location to be determined in coordination with BCAD staff. It is anticipated that this meeting would be conducted in an open hours/"drop-in" format. Information "stations" will be staffed by the Master Plan Team and BCAD staff to provide factual information on the scope and purpose of the HWO Master Plan Update, as well as findings to date. It is assumed that the meeting duration will be approximately three hours.

The Master Plan Team will provide display boards, handouts and workstations for the meeting as required, and prepare name tags and comment cards. The Master Plan Team will also be responsible for any rental fees associated with space for the meeting. The collateral materials will include technical details for the following:

- Airport GIS
- Airspace Analysis Tool (iALP)
- Market Assessments
- Existing Conditions Inventory
- Activity Forecasts

Notifications for this public informational meeting will be communicated in the following:

- Churches & Civic Group Newsletters
- Community Calendar Listings
- E-mail
- BCAD project-specific website

3.2 Focus Groups

Focus groups will be considered for Phase II of the HWO Master Plan Update.



3.3 Master Plan Website and Social Media

A website for the HWO Master Plan Update will be created by Broward County and incorporated into BCAD's website. Materials to be included on the HWO Master Plan Update website include:

- Master Plan Study Overview
- Public Workshop Announcements
- Master Plan Documents (as they become available)
- e-mail link to submit comments on the Master Plan Update

4. BCAD Outreach Program Support

The Master Plan Team will provide support to BCAD's ongoing outreach program during the HWO Master Plan Update by preparing public information materials, which may be disseminated through various mediums, including, but not limited to, the following:

- Press releases or newspaper inserts
- Newsletters
- Aviation Department website
- Fact sheets
- E-blast and E-newsletters

Appendix A.2
Policy Advisory Committee Meeting – September 22, 2016



North Perry Airport (HWO) Master Plan Update Policy Advisory Committee Meeting #1

15-04-0902-H1.7-1120

September 22, 2016

3:00 p.m. – 4:00 p.m.

BCAD Administrative Offices

Facilitator:	Pete Ricondo	Note taker:	Nicolete L. Booth,
Attendees:	Representing	Email	Phone Number
Pete Ricondo	Ricondo & Associates	p_ricondo@ricondo.com	305-260-2727 x251
Dave Ramacorti	Ricondo & Associates	d_ramacorti@ricondo.com	305-260-2727 x715
Mark Gale	BCAD	mgale@broward.org	954-359-6214
Steve Wiesner	BCAD	swiesner@broward.org	954-359-1026
William Castillo	BCAD	wcastillo@broward.org	954-359-2291
Michael Pacitto	BCAD	mppacitto@broward.org	954-359-6103
Mike Nonnemacher	BCAD	mnonnemacher@broward.org	954-359-1213
Nina MacPherson	BCAD	nmacpherson@broward.org	954-359-1016
Celina Saucedo	BCAD	asaucedo@broward.org	954-359-1329
Cary Johnson	BCAD	cjohnson@broward.org	954-359-1016
Andria Wingett	City of Hollywood	awingett@hollywoodfl.org	954-921-3471
Lorie Mertens-Black	City of Hollywood	lm-b@hollywoodfl.org	954-921-3599
Matthew Goldstein	City of Miramar	mgoldstein@miramarfl.gov;	954-602-3281
Laurie McDermott	FDOT	laurie.mcdermott@dot.state.fl.us	954-777-4497
Amie Goddeau	FDOT	amie.goddeau@dot.state.fl.us	954-777-4343
Marie Suarez	Greater Hollywood COC	marie@hollywoodchamber.org	954-923-4000
David Rickerson	Kimley-Horn	dave.rickerson@kimley-horn.com	407-404-0755
Sheryl Dickey	Dickey Consulting	sdickey@dickeyinc.com	954-467-6822

Discussion Points

This meeting was facilitated by Mr. Pete Ricondo and Dave Rickerson and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees throughout the meeting:

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



- Nina McPherson: At this point, do you think one of the first public meetings will be taking place before the end of the year? Mr. Ricondo: The first public meeting is not anticipated until after the first of the year.
- Mr. Mike Nonnemacher: I would like to request that prior to going to the public meetings, the R&A Team should conduct a strategy meeting to ensure that the Consultants and BCAD staff convey a consistent message to avoid confusion or misrepresentation to the community.
- Nina McPherson: BCAD has worked extensively to build and strengthen its working relationships with the surrounding community. We're off to a good start, and we certainly appreciate all of the interaction and efforts of interviews that we've been doing the last couple of months with the R&A Team.
- Cary Johnson: I made some calls this morning and have concerned that have three open T-hangers and 17 open parking spaces right now on the airfield; that's it. We'd be looking for overflow parking.
- Mike Nonnemacher: During the previous master plan, it was a thought process that North Perry was going to be a VLJ (very light jet) hub. And that was, kind of, vetted that way to the communities. And the word "jet" in those communities is a very sensitive word, and we need to be sensitive to that. And it's not likely that North Perry is going to be a large jet user. This is also attributed to the airspace constraints due to the towers off to the southeast, and the interaction with the approaching departure procedures coming out of Fort Lauderdale-Hollywood International Airport. Also, jets won't operate without a 4,000-foot runway or greater, due to insurance limitations.

Attachments:

PowerPoint Presentation (HWO PAC #1)

Distribution:

15-04-0902-H1.7-1120

Meeting Attendees/PAC Committee Members

Read File

P:\BCAD\2015 Master Plan Updates\02 - HWO Tasks\I-7 Phase I Stakeholder Engagement\Meetings\PAC-TAC #1\Mtg Notes\Final Draft Mtg Notes_HWO PAC Meeting #1_2016-0922.docx

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.

Appendix A.3
Technical Advisory Meeting – September 28, 2016



North Perry Airport (HWO) Master Plan Update Technical Advisory Committee Meeting #1

15-04-0902-H1.7-1120

September 28, 2016

3:00 p.m. – 4:00 p.m.

BCAD Maintenance Compound

Facilitator:	Pete Ricondo	Note taker:	Nicolete L. Booth,
Attendees:	Representing	Email	Phone Number
Pete Ricondo	Ricondo & Associates	p_ricondo@ricondo.com	305-260-2727 x251
Dave Ramacorti	Ricondo & Associates	d_ramacorti@ricondo.com	305-260-2727 x715
William Castillo	BCAD	wcastillo@broward.org	954-359-2291
Michael Pacitto	BCAD	mppacitto@broward.org	954-359-6103
Nina MacPherson	BCAD	nmacpherson@broward.org	954-359-1018
Priscilla Diaz	BCAD Finance	prdiaz@broward.org	954-359-6127
John Pokryfke	BCAD OPS	jpokryfke@broward.org	954-359-1214
Brad Ostendorf	BCAD	bostendorf@broward.org	954-395-2395
Gasser Douge	BCAD-CIP	gdouge@broward.org	954-359-6973
Trevor M.A. Fisher	BCAD-AEP	tmafisher@broward.org	954-359-6866
Marc Gambrill	BCAD	mgambrill@broward.org	954-359-2343
Ashamanie Heslop	BCAD OPS	aheslop@broward.org	954-359-7285
Richard Waskiewicz	BCAD MAINTENANCE Broward Planning Dev.	rwaskiewicz@broward.org	954-359-7292
Maribel Feliciano	Mgmt	mfeliciano@broward.org	954-359-1424
Cary Johnson	BCAD-HWO	cjohnson@broward.org	954-359-1016
Ron Brinson	RVA-HWO ATCT	hwo@rvainc.com	954-987-4867
Doug Notman	TSA	doug.notman@tsa.dhs.gov	954-459-0312
Natacha Yacinthe	Port Everglades	nyacinthe@broward.org	954-468-0213
Leslie A. Del Monte	City of Hollywood	ldelmonte@hollywoodfl.org	954-921-3471
Joe Yaciuk	City of Pembroke Pines	JYaciuk@ppines.com	954-359-6513
Carlton Harrison	City of Fort Lauderdale	charrison@fortlauderdal.gov	954-828-4955
Arlene Davis	FDOT- D4	Arlene.Davis@dot.state.fl.us	954-777-4670
Jonathan Ford	FDOT	Jonathan.Ford@dot.state.fl.us	954-777-4380
David Rickerson	Kimley-Horn	dave.rickerson@kimley-horn.com	407-404-0755
Jill Capelli	Kimley-Horn	Jill.capelli@kimley-horn.com	954-535-5107

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



John Dohm	Florida Transatlantic	john@jdohm.com	954-557-3646
Sheryl Dickey	Dickey Consulting	sdickey@dickeyinc.com	954-467-6822

Discussion Points

This meeting was facilitated by Mr. Pete Ricondo and Dave Rickerson and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees throughout the meeting:

Other Member (name not documented): Other than the aircraft weight restrictions at HWO, what other factors would inhibit the ability to accommodate jets at the Airport?

Mr. Rickerson: The other issue there, there are certain other limitations; associated structures in the vicinity, air space issues, approach issues that you're not going to get certain types of (instrument) approaches into the Airport, which also have an influence on who might or might not want to base there. With the increasing sophistication of the GPS (Global Positioning Satellite approaches) and that a lot of people go to base someplace because they are looking for additional approaches. They want that capability and there are physical limitations with towers and things out to the southeast that that right now preclude that opportunity and make it very difficult.

Mr. Johnson: Based on what you've showed us, since the maximum (operational demand) is basically around 200,000 (annual operations), we may never get there.

Mr. Rickerson: That may be. It's going to depend upon replenishment of pilots who are getting older now, who aren't flying as much. I think here, the thing going in your favor is the fact that when you think back to those pie charts and you look at (Miami) Opa Locka (Executive Airport) that has a nice big share of jets?

Mr. Rickerson: When you think back to that, you look at FXE and you see where they're focusing their attention. And when they start focusing the attention on the upper end of the GA (general aviation) market on the business jet end and with Opa Locka having an 8,000 foot runway, they're looking for big business jets there as well. You're going to start seeing smaller pistons begin to relocate to other fields because they don't want to mix. And you're also going to begin to see those management structures begin to focus on serving that segment of the GA community over the lighter piston markets which are not as financially attractive to them. And that has happened. We've seen aircraft moving from Opa Locka to North Perry. We've seen aircraft from FXE which is constrained on facilities up there. I mean, they've got limitations on how much more room they've got, and they may start making decisions to trade out. Well, we're going to lose this T-hangar structure, which is already being talked about in one case. We're going to lose this T-hangar structure, but we're going to get an expanded jet ramp and a new corporate hanger here. So that's going to help drive some of this demand. Give them a week and who knows. I think you could get 200,000 (annual operations). You could maybe go a little above 200,000. I think you're going to be in that range, though, as this thing has shown the last 20 years. There does seem to be that trend sitting there that looks pretty good.

Mr. Ricondo: So with that, we're kind of at the end of this initial briefing. I'm excited to submit the forecast that Dave just walked you through to FAA. Hopefully, that will be a quick turnaround from them. And then we'll begin the capacity analyses and identification of future needs. That will probably be the crux of our next meeting when we reconvene. So we'll baby step that and then from that point on, we'll be jumping into alternatives and then showing you that at probably the third meeting. Anybody have any more questions?

Mr. Johnson: In terms of facilities on the airfield, have you looked at the condition of the airfield electrical systems?

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



Mr. Ricondo: We have not, but we will. That's part of the focus of facilities that may need to be relocated or rehabilitated or even possibly expanded to accommodate future roads and future facilities.

Mr. Johnson: Do you also look at the age of the control tower?

Mr. Ricondo: Yes, we look at the age of all of our existing services.

Mr. Johnson: Are you also looking at underground utility service to the different parts of the airport?

Mr. Ricondo: Yes. That was the note on infrastructure, either replacement as a maintenance project or expanding or adding infrastructure for the portion of the airport that just does not have it. And that's important because that's usually a lot of times you'll find airports that aren't looking for funding, but they say: Well, I don't have a big runway budget, but infrastructure projects are fair game if they can be used for revenue-generating development.

Mr. Johnson: There would be one other thing in regard to some of the infrastructure, which may also really put some access improvements, too. You get better access to some areas that currently aren't developed or very underdeveloped to make them more viable for aviation-related activities or aviation-related development.

Mr. Johnson: They want a sewer in another location, because some of their parts are still on septic and they really could use sewer.

Mr. Ricondo: Absolutely.

Ms. MacPherson: Well, most of them are. We actually only have a sewer along the north side. Everything else is septic. And that was looked at some point and probably needs to be revisited. But North Perry in itself is very unique. And just like you said, every airport has its own niche and its own place and its own use. As I've stated, it was at one point the third busiest GA airport. We are now the third busiest airport in the State of Florida.

Mr. Ricondo: Yes.

Ms. MacPherson: We have a lot of operations. We do have a niche, so we do really need to take care of and give some thought, serious thought, on how we can make it good for the community and good for the airport's future.

Mr. Ricondo: Back to your point. Just because it's a community airport doesn't mean it's not busy.

Ms. MacPherson: I know. And I like that word "community airport." I mean, I think that resides with everybody really well.

Mr. Ricondo: Very good.

Other Member (name not documented): Yes, and FXE (Fort Lauderdale Executive Airport) over the last 15 years were probably down nearly 100,000 operations. But up until this point, we have over 1,000 based aircraft. So we're seeing that shift of the smaller guys moving to North Perry and into Pompano and their larger corporate jets.

Ms. MacPherson: Yeah, but our contract tower is one of the best and they work so well with our students, and people love flying out of North Perry and that survey has been done many times. And that is the benefit of Ron and his crew there. There's no doubt.

Mr. Johnson: And yes, those issues regarding the sewer are enormous in that area. One thing is we just want to make sure that we grow; that we do take into account some of the issues brought up by the lady over there; that

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



manufacturing uses do not create problems as far as trucks and deliveries and they all need to be looked at as a general possibility of Pembroke Road.

Ms. MacPherson: So as you see, it's very unique in North Perry that we are an island surrounded by Hollywood and Pembroke Pines in that we are a County-owned and operated airport, but we work with the cities and the surrounding community, and it's not just one, and we've maintained that outreach and that good relationship and let each other know what's going on. It's very unique because we have no accountability, per se, but we are accountable by a gentleman's agreement, if you will.

Ms. MacPherson: Couple of months we'll do the PAC and the TAC again?

Mr. Ricondo: Yes. They'll be happening; they'll be running parallel to each other. We'll be bringing the same information as well.

Ms. MacPherson: The technical advisory committee, does it get more technical in that you want some of our tenants to attend, or is this the group, Will, that you've been looking at.

Mr. Castillo: The group, we can expand. We're looking to share. We can add.

Ms. MacPherson: I only ask because I think the last master plan we included some of our tenants to have them buy in and to have them help us be advocates as well. Something to think about it, anyway.

Mr. Ricondo: And we had looked at that. I don't suspect that we got a full representation of everybody involved in this committee as well.

Attachments:

Distribution:

PowerPoint Presentation (HWO TAC #1)

15-04-0902-H1.7-1120

Meeting Attendees/TAC Committee Members

Read File

P:\BCAD\2015 Master Plan Updates\02 - HWO Tasks\J-7 Phase I Stakeholder Engagement\Meetings\PAC-TAC #1\Mtg Notes\Final Draft Mtg Notes_HWO TAC Meeting #1_2016-0928.docx

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.

Appendix A.4
Policy Advisory Committee Meeting – June 21, 2018



North Perry Airport (HWO) Master Plan Update Policy Advisory Committee Meeting #2

15-04-0902-H1.7-1120

June 21, 2018

1:00 p.m. – 3:30 p.m.

Broward County Library
South Regional / Broward College

Facilitator:	David Ramacorti		Note Taker:	Nieves Sanches
Attendees	Representing	Email	Phone Number	
Pete Ricondo	Ricondo	pricondo@ricondo.com	305-260-2727 x251	
Dave Ramacorti	Ricondo	dramacorti@ricondo.com	305-260-2727 x715	
Brad Weston	Ricondo	bweston@ricondo.com	407-381-5730 x302	
Jordan Forsythe	PPPD – Officer	jforsythe@ppines.com	954-431-2200	
William Castillo	BCAD	wcastillo@broward.org	954-359-2291	
Michael Pacitto	BCAD	mppacitto@broward.org	954-359-6103	
Mike Nonnemacher	BCAD	mnonnemacher@broward.org	954-359-1213	
Nina MacPherson	BCAD	nmacpherson@broward.org	954-359-1016	
Milo Srkal	Bobby's Landing	milo@bobbyslanding.com	954-806-5546	
Ryan Goldman	BCAD	rgoldman@broward.org	954-359-6216	
Sheryl Dickey	Dickey Consulting	sdickey@dickeyinc.com	954-467-6822	
Luis Lopez	City of Hollywood	llopez@hollywoodfl.org	954-921-3900	
Timeka Carter	AID	tcarter@aidinc.us	561-207-2010	
Freddy Hernandez	BCAD	fhernandez@broward.org	954-359-1016	
Ray Abreu	BCAD	rabrey@broward.org	954-359-2230	
Winston Cannicle	BCAD	wcannicle@broward.org	954-359-6131	
Arlene Davis	FDOT – D4	arlene.davis@state.dot.fl.us	954-777-4670	
Michael Stamm	City of Pembroke Pines	mstamm@ppines.com	954-392-2100	
Ken Courtain Jr.	BCAD	kcourtain@broward.org	954-359-1599	
Karen Friedman	BCAD	kfriedman@broward.org	954-359-6258	

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



Discussion Points

Mr. David Ramacorti facilitated this meeting, and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees.

MR. NONNEMACHER: Good afternoon. Thank you all for coming and for your time. My name is Mike Nonnemacher. I am the Chief Operating Officer for Fort Lauderdale–Hollywood International and North Perry Airports. If you are not familiar with the Master Plan process at North Perry Airport, it is a vital process that we periodically undertake to ensure the Airport is operating and growing at an optimal level. North Perry Airport is the second busiest general aviation airport in the State of Florida. It has been operating as the number one contract tower in the country. We are growing, and we are averaging more than 1,000 operations a day. We have surpassed our record for operations three or four times this year already, and we have almost eclipsed 1,400 operations on days with good weather. This is a bustling airport. It is vital to our communities.

Communities border three-and-a-half sides of the Airport, which is why this process, as North Perry grows, is very important. We desire to be a good partner with our surrounding communities, Hollywood, Miramar, and Pembroke Pines. We have good relationships with them, and we want to maintain good relationships with them. This Airport is important to these communities, and it is an important general aviation reliever for Fort Lauderdale–Hollywood International Airport. This Master Plan process helps everyone understand what the Airport looks like today and what it will look like tomorrow and in the distant future.

MR. CANNICLE: Which jet operates at North Perry?

MR. NONNEMACHER: Citation 1, which falls under the 12,000-pound limitation. The Ordinance does not restrict by propulsion type, only by weight.

MS. DAVIS: Assuming the availability of the vacant lot and the parking express that currently exists in that area, will there be any site reservation for parking for the express bus or anything similar?

MR. RAMACORTI: Is this referring to a consideration for future expansion of the parking capacity?

MS. DAVIS: Correct. I am unaware if there are any representatives from Broward County Transit (BCT) in attendance, but I presume that any proposed development will be discussed with them.

MS. MACPHERSON: This is referring to one of our tenants on Lot 8. For any development on that property, we have a Memo of Understanding. They have only a 5-year lease at a time. We have an understanding with them that if anyone develops that property, then that part of that agreement would be to relocate them, with the same number of spots and spaces and relocate them to an adjacent spot.

MS. MACPHERSON: Yes, because that is one of the boarding tenants.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MR. RAMACORTI: Currently, we are trying to identify what we can protect for aeronautical. Once we determine where the future aeronautical expansion will be located, the next discussion will focus on what to do for nonaeronautical purposes, and that can be considered by the Aviation Department.

Attachments:

PowerPoint Presentation (HWO PAC #2)

Distribution:

15-04-0902-H1.7-1120

Meeting Attendees / PAC Committee Members

Read File

P:\Project-Miami\BCAD\2015 Master Plan Updates\02 - HWO Tasks\I-7 Phase I Stakeholder Engagement\Meetings\PAC-TAC Meeting #2\Meeting Notes\PAC #2\Draft Mtg Notes_HWO PAC Meeting #2_2018-0621 REV.docx

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.

Appendix A.5
Technical Advisory Committee Meeting – June 21, 2018



North Perry Airport (HWO) Master Plan Update Technical Advisory Committee Meeting #2

15-04-0902-H1.7-1120

June 21, 2018

3:00 p.m. – 4:30 p.m.

Broward County Library
South Regional / Broward College

Facilitator:	David Ramacorti	Note Taker:	Nieves Sanches
Attendees	Representing	Email	Phone Number
Pete Ricondo	Ricondo	pricondo@ricondo.com	305-260-2727 x251
Dave Ramacorti	Ricondo	dramacorti@ricondo.com	305-260-2727 x715
Brad Weston	Ricondo	bweston@ricondo.com	407-381-5730 x302
William Castillo	BCAD	wcastillo@broward.org	954-359-2291
Michael Pacitto	BCAD	mppacitto@broward.org	954-359-6103
Nina MacPherson	BCAD	nmacpherson@broward.org	954-359-1018
Priscilla Diaz	BCAD Finance	prdiaz@broward.org	954-359-6127
Carlton Harrison	City of Fort Lauderdale	charrison@fortlauderdal.gov	954-828-4955
Arlene Davis	FDOT – D4	arlene.davis@dot.state.fl.us	954-777-4670
Sheryl Dickey	Dickey Consulting	sdickey@dickeyinc.com	954-467-6822
Ray Abreu	BCAD	rabrey@broward.org	954-359-2230
Ken Courtain	BCAD	kcourtain@broward.org	954-359-1599
Karen Friedman	BCAD	kfriedman@broward.org	954-359-6258
Laurie McDermott	FDOT – D4	laurie.mcdermott@dot.state.fl.us	954-777-4497
Cedric McQueen	North Perry ATCT	hwo@rvainc.com	954-981-4667
Timeka Carter	AID	tcarter@aidinc.us	561-207-2010
Officer J. Forsythe	PPPD	jforsythe@ppines.com	954-431-2200
Jo Sesodia	BCAD – Finance	jsesodia@broward.org	954-357-6602

Discussion Points

Mr. David Ramacorti facilitated this meeting, and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees.

MS. MACPHERSON: Good afternoon. I thank you all for either staying with us or coming to see us for the first time. This is the second Technical Advisory Committee meeting for the Master Plan Update for North Perry Airport. My name is Nina MacPherson. I am the Airport Manager at North Perry Airport.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



Mike Nonnemacher, who is the Chief Operating Officer in charge of Fort Lauderdale–Hollywood International and North Perry Airports meant to be here, but he was called back to Fort Lauderdale–Hollywood for an emergency.

To recap some of the information that he presented at the previous meeting, North Perry Airport has sustained substantial growth; it has doubled in traffic since the October/November time frame. We used to get really excited about 700 operations a day, and now we are seeing 1,400 operations.

There is huge growth; we have a lot of aircraft. Therefore, we have some strategic planning to do. The timing of the Master Plan Update was perfect. We want to remain good stewards of the Airport. We are a community Airport. We are surrounded by three cities, Miramar, Hollywood, and Pembroke Pines, so it is imperative that we ensure everyone is happy. Because of this, I thank you very much for coming.

Regarding introductions, I want to recognize Laurie McDermott who is here from District 4; she gives us all the grants and works with us at North Perry Airport. I also want to recognize our tower chief, Cedric, who has only been on board as the manager for six months.

MS. MCDERMOTT: On the last slide, regarding locations for the helicopter landing areas, are there overhead utilities along S. University Drive on the west?

MR. RAMACORTI: We have not taken a deep look at that yet. There may be, but that is part of the siting. The objective is to ensure the approach and departure paths have the adequate optical clearance and setbacks, among other elements, so it is operating in a safe manner. We will review this.

If there are inadequacies, we would identify how to mitigate that as part of the cost, or it may be enough to simply decide to not consider that location.

MS. DIAZ: On the same slide, each red area is a different size. Do you have a notation of how many helicopters could operate within that area?

MR. RAMACORTI: Yes, we must account for the actual helipad itself, where the actual helicopters land and take off, and we must account for where they are parking and how they will access the parking. Since we have not yet had an opportunity to speak with the tenants and operators, the correct number remains unknown at the time. Following those consultations, we will identify it. We are certain, however, that those four sites would be adequate. We will assess the size based on what we believe to be the actual parking requirements.

MR. MCQUEEN: They must have a specific amount of space between the rotors.

MS. DIAZ: When considering the options, is that something to consider, the size of the area?

MR. RAMACORTI: Most definitely. If it is not adequate, then it will not make sense. You are exactly right.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MS. MACPHERSON: Helicopter parking options will be discussed with the tenants. They would tell us what would be desirable, what would work, and provide us with their feedback regarding what would be helpful for them. Something must happen with the helicopters: Is it going to be one designated area? Is it going to be north and south? Is it going to be consolidated?

MR. RAMACORTI: Regarding the short list, if it were a consolidated site, then compared to wherever they are operating today, they would have to relocate their operations and that may not be the most feasible. We may have to reevaluate and see if there is something we can put closer to where they are today, but that would be a different analysis, which we will conduct.

MR. MCQUEEN: It was stated that the annual service volume is 255,000. But, if we stay on track this year, we are expecting to surpass 255,000. Is that sustainable?

MR. RAMACORTI: If you exceed that number, aircraft will start to incur delays, and if you have a lot of peaks in your demand—if you consider the demand profile—then what will happen is that demand will start to shift over naturally. However, it is difficult to identify this. With an air carrier airport, the airlines schedule their flights and you can plan for this, but with a general aviation airport it is not quite schedule driven.

MR. MCQUEEN: Also, if Florida passes the bill, which will terminate daylight savings, our traffic will remain peak almost all year around. Currently, with daylight savings, many student pilots cannot fly after sunset. In winter, our traffic counter decreases; however, they try to make up for it in the morning. But if the sun stays up until 8:00 p.m. all year in Florida, then there will definitely be some changes in operational patterns.

MR. RAMACORTI: Yes. That's an interesting point.

MS. SESODIA: The Airport's saturation point is not 255,000. I thought it was much higher than that.

MR. RAMACORTI: Yes. This is where the challenge lies. The annual service volume is very sensitive to the peaking characteristics of the Airport's operational demand, and this is what has caused the annual service volume to fluctuate. Therefore, we had a range from 255,000 to 355,000. Regarding what has been calculated and what has been published based on current demand patterns, 255,000 is listed. However, I would target a higher number of 355,000, which is a more accurate and consistent number. We consulted different Advisory Circulars and other references, but what is decreasing the number right now is the fact that there have been some high peaks throughout the day and at other points it is not quite as high.

MR. HARRISON: Regarding the helicopter topic, this was something the FDOT inspector had asked us to review as well. Is the intent for the helicopter areas to be locations where they approach and depart from, or is the expectation for helicopters to essentially live there?

MR. RAMACORTI: When discussing a helipad, that is where they depart and arrive from. The problem is that if it is not convenient to where they are parking, then they are not going to use it, which is a challenge. A solution would be to co-locate the two, which would encourage those helicopters to use the helipad.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MS. MACPHERSON: We have experienced the same inspector and the same issue. The inspector said there is possibly a designated area on the north and on the south where we can have the helicopters aim and hover-taxi down the taxiways to their designated areas, so this would not all be performed on and off the ramps. Is this similar?

MR. HARRISON: Yes.

MS. MACPHERSON: We have some consistency that all airports are receiving the same message.

MR. CARLTON: Yes.

MR. RAMACORTI: From a planning standpoint, though, it would obviously be much more desirable to just have everything, co-located. Additionally, the helicopters can hover-taxi. There is nothing inherently unsafe with that. Helicopter pilots do that all the time. However, the rotor wash from the helicopters creates foreign object debris and other issues. If the travel paths between the helipad and where the aircraft is parking can be maximized to the extent possible, then it creates a better operation.

MS. MACPHERSON: The vision to have a consolidated helipad would be a beautiful vision; however, general aviation competitors operating amicably (all doing tour helicopters) could present a challenge.

MR. MCQUEEN: Beyond that, a helicopter is just like any other aircraft. It requires fixed-base operator support, which means the facility is located there now, which creates an additional issue. Therefore, it must be supported by a structure to some extent.

Attachments:

PowerPoint Presentation (HWO TAC #2)

Distribution:

15-04-0902-H1.7-1120

Meeting Attendees / TAC Committee Members

Read File

P:\Project-Miami\BCAD\2015 Master Plan Updates\02 - HWO Tasks\I-7 Phase I Stakeholder Engagement\Meetings\PAC-TAC Meeting #2\Meeting Notes\TAC #2\Draft Mtg Notes_HWO TAC Meeting #2_2018-0621 REV.docx

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.

Appendix A.6
Tenant Briefing – August 22, 2018



North Perry Airport (HWO) Master Plan Update Tenant Briefing

15-04-0902-H1.7-1120

Wednesday, August 22, 2018

9:00 a.m. – 10:30 a.m.

Broward College: South Campus
Aviation Annex, Hangar 14 Library

Facilitator:	David Ramacorti	Note Taker:	Susan A. Feinberg
Attendees	Representing	Email	Phone Number
Dave Ramacorti	Ricondo	dramacorti@ricondo.com	(305) 260-2727 x715
Brad Weston	Ricondo	bweston@ricondo.com	(407) 381-5730 x302
Abreu, Ray	BCAD	rabreu@broward.org	(954) 359-1016
Arsca, Ranko	NPC	ataflightschool@gmail.com	(786) 357-1609
Bigay, Andy	BCAD	abigay@broward.org	(305) 924-2663
Bruschi, Dale	North Perry Aviation	dabruschi@msn.com	(954) 294-5069
Cannicle, Winston	BCAD	wcannicle@broward.org	(954) 355-6181
Carter, Tameka	AID	tcarter@aidinc.com	(321) 223-8504
Diaz, Voao Carnos Carvalico	Phoenix, East Aviation	joaocd@pea.com	(386) 265-7042
Faisal, Samantha	ATA	ataflightschool@gmail.com	(305) 849-3791
Friedman, Karen	BCAD	kfriedman@broward.org	(954) 359-6258
Gallagan, Sean	Broward College	sgallaga@broward.edu	(954) 556-01
Goldberg, Carry	Diversified Aviation	Carry@diversifiedcos.com	(954) 776-1005
Golman, Ryan	BCAD	rgoldman@broward.org	(954) 359-6206
Hernandez, Freddy	BCAD	fhernandez@broward.org	(954) 359-1016
Luy, Eddy	Wayman Aviation	Eduardo@wayman.com	(954) 778-9898
MacPherson, Nina	BCAD	nmacpherson@broward.org	(954) 359-1016
Miller, Wayne	NPD	Waynemiller0017@gmail.com	(305) 298-2603
Miranda, Lauren	Diversified Aviation NP	lauren@diversifiedcos.com	(954) 496-0032
Morales, Cynthia	HBMD-Broward County Mosquito Control	cmorales@broward.org	(954) 961-1540
Nonnemacher, Michael	BCAD	mnonnemacher@broward.org	(954) 359-1213
Pacitto, Mike	BCAD	mppacitto@broward.org	(954) 359-6103
Puziano, Michael	North Perry Central	ataflightschool@gmail.com	(954) 854-9570
Russell, Robin	Helicopters, Inc.	rrussell@heliinc.com	(954) 593-4580
Ramsowr, Dean	Helicopters Inc	dramsowr@yahoo.com	(954) 695-9281
Shen, Tony	Wayman Aviation	tony@wayman.net	(561) 332-8500

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



Silva, Luis	Van Wagner Aerial	lsilva@vanwagner.com	(954) 989-2086
Sorenson, Christine	City of Pembroke Pines	csorenson@ppines.com	(954) 572-2150
Srkal, Milo	Bobby's Landing	milo@bobbyslanding.com	(954) 8065546
Villalobos, Jordan	Phoenix East Aviation –BC	Jorvilla84@gmail.com	(954) 600-9040
Vinson, Lois	Aerospace	loiscot@aol.com	(954) 942-9881

Discussion Points

Mr. David Ramacorti facilitated this meeting, and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees.

Activity Forecasts:

MR. SRKAL: Is the air traffic control tower one of the stakeholders in the planning process? As such, are they giving you feedback for this increase of traffic that they can handle, if they need additional resources; or is the master plan focusing on the footprint for infrastructure?

MR. RAMACORTI: Yes, the tower is involved in the planning process. They are part of the Technical Advisory Committee. What we are concerned with in the master plan is that the airport needs to do to have enough infrastructure to support forecast demand. The FAA prepares their own staffing plans.

MR. SRKAL: So, they are more reactionary in nature?

MR. RAMACORTI: I wouldn't say they are more reactionary. They have their own forecast they use for staffing purposes. They refer to the Terminal Area Forecast. It is a different process, outside of the master plan process.

MR. SRKAL: I didn't know if there was ever a number that was, where you look at the 32 percent growth. Is there a max operation at the airport to sustain?

MR. RAMACORTI: Right, given its current infrastructure, that's where we will get into the capacity of the airfield that we are really constrained in the capacity of the airfield. It could be the capacity of the airfield or capacity of the tenant facilities.

MR. SRKAL: Air space too?

MR. RAMACORTI: Yes. With this forecast projection that we are using with the sensitive analysis, you will see that at 2035, a higher demand level from a landing perspective and the airfield planning capacity perspective as well.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



Tenant Facility Requirements:

MS. VINSON: I always have a waiting list for hangar space at Aerospace.

MR. RAMACORTI: I would say that the hangars would be filled from the onset, meaning you have an airport pulling from other airports as development occurs and kick out smaller aircraft.

MS. VINSON: The County does. A lot of those people are interested in having their own hangar. I don't know if it is 50 percent, but I would think it is close.

MR. RAMACORTI: 45 percent of aircraft are stored in hangars today. When we did our projection, we assumed 60 percent of the aircraft would want hangars. Now the total number of aircraft, whether they are the hangars or aprons, wouldn't affect the overall facility requirements. There is more demand for hangars now than aprons, I think is what you are telling me.

MS. VINSON: I don't think I was answering as to hangar but the larger company that would come and occupy larger hangars.

MS. VINSON: There are a lot of businesses that are run from the airport that would probably take an amount of space. I think that large storage hangars in the future would attract business to North Perry and Pembroke Pines.

MR. RAMACORTI: That's fair and your thought is that new hangars may induce demand?

MR. GOLDBERG: Why does the aircraft maintenance stay the same throughout?

MR. RAMACORTI: I am glad that you asked that. We kept it at a constant. That was one of the questions we have for the group. Does anybody foresee that there are additional maintenance needs through the planning horizon?

MR. GOLDBERG: If you increase the based aircraft, wouldn't it assume that?

MR. RAMACORTI: I know there are a couple of tenants that have development plans. I do not know whether they are planning maintenance hangars, but it is a good point.

MR. LUY or MR. SHEN: We have 145 on the Wayman Aviation. And it should follow operations, because it is for piston aircraft and maintenance, so that's directly tied to operations, especially for tenant aircraft, so it should correlate with the growing operation.

MR. GOLDBERG: The growth was about 50 percent over the 2015 demand levels. We could even adjust that up so that might be another 25 to 30 hangars and the associated apron, our access as well, we will factor that in.

MR. RAMACORTI: We will adjust the facility requirements accordingly.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



UNKNOWN SPEAKER: Are there any opportunities for vehicular parking on the north side? It doesn't sound like there is as much parking there. Is there an opportunity for some type of parking garage? Seems like the demand is going to be there.

MR. RAMACORTI: I don't know if the airport would develop a parking structure to support the tenants; however, if a tenant wanted to do that, they could if it meets the airspace clearances. But from the aviation side, a parking deck would typically be constructed by a tenant.

UNKNOWN SPEAKER: If you show the demand is there, that it is needed, there could be a P-3 opportunity to work in the public private type of setting over there. It seems like you can then turn the other land into something that is more profitable. This would offset the structure cost.

MR. RAMACORTI: Sure. We will make a note of that. We will think about that as we go through the planning process.

UNKNOWN SPEAKER: I don't know if it is an issue.

MR. RAMACORTI: The issue with parking is having it within proximity of the tenant facilities. That is the challenge, not only putting parking in, but anywhere if there is enough land and it is convenient to your facilities, to make it really workable from that standpoint.

UNKNOWN SPEAKER: You mentioned the need for other buildings. I don't know if it has been considered, but there has been a longstanding want or need for the businesses here for a customs office. And we are the only ones in the Miami-Dade/Broward area that do not have a customs office, and that will facilitate a lot of the multi-engines to the Bahamas and Caribbean. I think it is something that should be considered in the square footage. Has there been any discussion about CBT getting with the facility at International Airport, a change in that airport?

MS. MACPHERSON: There was during the last master plan. Unfortunately, it wasn't something that was sustainable from a financial standpoint. It takes years to procure a customs facility. You must survey tenants, the customers, to get responses from everybody to see if it is viable. You must have a holding facility if someone needs to be detained. You must supply everything for them from a pencil to paper.

MR. CANNICLE: Has a centralized aircraft wash rack been considered?

MR. RAMACORTI: It is a really a good comment and a good point. There are several tenants that have tried to make that work and looked at it from a financial standpoint. I know the dollars don't make it work unfortunately, but I think everyone is supportive of the concept. I will make note of that as well.

MR. PUNZIANO: You are concentrating on additional hangar space but let me tell you: It is not cheap to fly. The cheapest thing about flying is the guy sitting in the left said, that it would need more ramp space for tie-downs. We turn people down every day now, number one. Number two, the cost of putting it in, the cost of putting in the time just makes it economically unfeasible and needs some sort of – We are going to need additional tie-down space throughout the airport. Pilots are trying to come down here from Tamiami and FXE. They are looking for space. I guarantee if you speak to administration, they turn people down every day. Is that true or not?

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MS. MACPHERSON: That is true. There is a need for tie-down space at the airport. The challenge with us going out and getting a grant to construct a ramp is that we in essence, would compete with our tenants.

MR. PUNZIANO: We don't want you to do that. We want you to make it economically advantageous to the tenant to undertake the endeavor. Maybe land is not going to be of really any commercial value on the field, but of the way it is situated or where it is situated. Maybe you can make accommodations like that.

MS. MACPHERSON: We are fully aware. We are also aware of the fact that we have had to be good stewards, abide by FAA rules and regulations that say we must take fair market value, and we must appraise land and collect fair market value. That is something that I can't make go away. So, for you to land 21 cents a square foot, it has gone up one cent for the last portion that was appraised.

MR. PUNZIANO: I understand, but when you speak about real estate, everything is location, location, location. I guarantee we will find priorities on the airport where you are just not going to be able to put something because of the size of the lot or the shape from that land value. Maybe at something other than 21 cents, somebody makes an investment and tries to recover.

MS. MACPHERSON: Hopefully, the tenant that we put in there will buy fuel. We may have to break even, or it's a losing situation with the rental. But if we get, increase the maintenance, and the maintenance at the facility has increased fuel sales, it will be balanced out, and it will be good for the airport and good for the tenants. Same with the wash rack if you put it in, some areas have limited access for commercial operations, and then it will work out like that.

MR. RAMACORTI: I think there are for at least the wash rack. There is, I believe, some areas that may be more conducive than actual hangers.

MR. GOLDBERG: Does this master plan account for any type of economic impacts? Costs have gone up. Everything has raised. Our land rent is peanuts to what the rest of the stuff is. It doesn't meet the 21 cents on the land. So it comes down to construction cost, infrastructure and everything we have to put in to make something happen. We have been looking at asphalt and tie-downs for years. It is not economically feasible for the rate we get for a tie-down, \$65 to \$85 a month. As a group, does it look at where we stand from any economic data? If we had data, we can see maybe we are not charging enough. Maybe we need to charge a little more on some things. I know the tenant don't want to hear that, but the costs have gone up across the board.

MR. RAMACORTI: The master plan does not necessarily get into that. The purpose is to identify and make sure we are protecting enough land for what the future needs are and define a capital improvement program, so the aviation department provides the infrastructure.

MS. MACPHERSON: As a side note to your question, the Florida Department of Transportation does an economic impact study. I think what you referred to is what they are updating now. There was one that was published in 2014. There is a study to come out in the next few months on economic impact analysis at this airport and every other airport in Florida. Slack and Johnson does a study on the ramp space you have. That comes out annually for the airport and generally charges less for tie-down and ground space than other airports in Florida.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MR. PUNZIANO: In all of these analyses that you have done here, have you taken into consideration political ramifications, how that is going to affect us right now? We have had one city council man that is trying to get us closed, pushing very hard.

MR. RAMACORTI: Understood. And Mr. Gale is the forefront of a lot of those discussions. We have the commitment that for one thing you can't just close an airport down, also stipulation with agreement with the FAA. And all these other things, the moneys have been received. All these different things, I won't bother with. The Aviation Department must maintain this airport as an aeronautical facility and keep it free and open and competitive.

MR. RAMACORTI: And Mr. Gale strongly supports this airport, as it is so critical not only to this region and the area and the industry, but it is critical to Fort Lauderdale-Hollywood International Airport (FLL). If the airport were closed down, where does this demand go? FLL can't absorb it. It is a critical asset to the national air transportation system.

MR. GOLDBERG: What about the runway safety enhancement from the recently completed study?

MR. RAMACORTI: We are going to show their recommendations in the study in a moment. By the way, the presentation will be posted on the web site. There is already a similar one. If you want to download it afterwards, I will give you a web address. If you think of anything else, there is a place to provide comments as well, if you could, and e-mail that. In the essence of time, I want to move on. I know this topic is true and clear with what you all have to deal with. It is also a critical part of what we are doing as well.

MR. GOLDBERG: Out of the 20.2 acres, is that considering projections for the proposed helipad and helicopter parking facility as well?

MR. RAMACORTI: So that would come out of the 20. That is correct.

UNKNOWN SPEAKER: Since the master plan seems to be the taboo subject of the century, we look at length of the runway and increasing the asphalt areas on both ends of that and try to push it up through. Why wouldn't we try to protect that. There are future opportunities to be able to at some point in time go back after it is deemed necessary.

MR. RAMACORTI: There are a lot of factors that are barriers to that. One of them is that the weight bearing of the pavement is limited to 12,500 pounds, and the fact that there is a County resolution prevents that as well.

MS. MACPHERSON: So even if it isn't maximum takeoff weight, we have a lot of other aircraft that were identified that could have done it. That was a selling point. It was a lot of work from all of these people in here. So, they want a little feedback as to why the recommendation is not being carried over to this Master Plan.

MR. GOLDBERG: It was a lot of work. It was 385 feet on one side, 400 on the other side, for a total of 800 feet. I think everybody in the room was part of that, so they deserve some conversation as to why it shifted.

MR. RAMACORTI: And unless somebody else in the room can respond, I cannot provide a complete answer, I was not involved in the geometry study. We will, however, research and discuss during the next tenant briefing.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MR. SRKAL: My concern is that I come through the years listening to these presentations that come to me across to me that the development of these airports, and I am not again, it does not put aeronautical interest first, or that's my sense. I am not saying that's what it is. It is the income that is becoming more important. We are based in the southeast. We pick up banners. The aerial banners, we pick up and drop banners on aerial one, sometime driving around, and I think I am going to land at one. It is going to be marked on one side, on the other side of that vision I have. So, if we lose area one, where are we going to drop banner ads? Do we need to move out of the airport?

MR. RAMACORTI: We have been made aware that the function of Parcel 1 and that the displacement of that operation is not a top priority at this point.

Future Development Opportunities – South of Airfield

MR. GOLDBERG: The Master Plan needs to consider having the appropriate amenities in close proximity to aircraft parking/storage areas. They are going to provide that bathroom facility, parking and what not, you know, to get through the City regulations. So maybe there is some opportunity where the airport or County or something else can come in and help. Because if there are water lines that need to be run, sure, the lines are made to be run, you know, any of those types of structures outside of the actual asphalt tie-down aviation use, there is an opportunity for that.

MR. GOLDBERG: Additionally, you are about to have a problem there with access getting to that area (north of the air traffic control tower (ATCT)). The only access you have for that area is the entrance to the tower picking a different one.

MR. RAMACORTI: A good point. We have a break point with that piece also. We definitely factor in the land side access. Nothing says you can't share the ATCT access road to access potential future tenant facilities.

Future Development Opportunities – Potential Dedicated Helicopter Facilities

MR. RAMSOWER: The establishment if a dedicated helipad facility needs to be adjacent to the helicopter parking and apron areas. Otherwise, the increased hover taxi distances would be cost prohibited, not to mention time consuming.

MR. RAMACORTI: That is a topic that might even have a subcommittee with all the helicopter pilots in attendance. It is a huge safety concern for the airport.

MS. MACPHERSON: That was one of the recommendations from the DOT airport inspection. We get our license from the DOT. That inspection usually highlights the need for designated helicopters for the north and south.

MR. RAMSOWER: Quite a challenge, no doubt, to find a place that works for everybody and is not time consuming, which is always money once the answer gets going, burning a hundred-dollar bills by the second.

MR. SRKAL: Also, when you take into account the community concerns, depending on whether you are going to concentrate on new pads for helicopters to come over, that is going to be a concern also. It is going to be a challenge.

MR. RAMACORTI: You also have to think about how you are going to approach parking, approach, and departure patterns.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.

**Attachments:**

PowerPoint Presentation (HWO Tenant
Briefing #1)

Distribution:

15-04-0902-H1.7-1120
Meeting Attendees & Invitees
Read File

P:\Project-Miami\BCAD\2015 Master Plan Updates\02 - HWO Tasks\I-7 Phase I Stakeholder Engagement\Meetings\Tenant Advisory Briefing #1\Meeting Notes\HWO Tenant Brief_2018-0822

MeetingNotes.docx

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.

Appendix A.7
Tenant Briefing – May 22, 2019



North Perry Airport (HWO) Master Plan Update Tenant Briefing #2

15-04-0902-H2.8-1120

Wednesday, May 22, 2019

9:00 a.m. – 10:30 a.m.

Broward College: South Campus
Inside Library Classroom

Facilitator:	David Ramacorti	Note Taker:	Monika Shogan-Feiss
Attendees	Representing	Email	Phone Number
Dave Ramacorti	Ricondo	dramacorti@ricondo.com	305 260-2727 x715
Pete Ricondo	Ricondo	pricondo@ricondo.com	305 260-2727 x251
Brad Weston	Ricondo	bweston@ricondo.com	407 381-5730 x302
Abreu, Ray	BCAD	rabreu@broward.org	954 359-1016
Bruschi, Dale	North Perry Aviation	dabruschi@msn.com	954 294-5069
Carter, Tameka	AID	tcarter@aidinc.com	321 223-8504
Coutain, Ken	BCAD	kcoutain@broward.org	954 359-1599
Cuevas, Alex	BCAD	acuevas@broward.org	954-359-6100
Fonseca, Tony	Hollywood Aviation	Fly2hwoavi@gmail.com	954 963-5820
Friedman, Karen	BCAD	kfriedman@broward.org	954 359-6258
Gallagan, Sean	Broward College	sgallaga@broward.edu	954 556-01
Gambrill, Marc	BCAD	mgambrill@broward.org	954-359-6100
Goldberg, Carry	Diversified Aviation	Carry@diversifiedcos.com	954 776-1005
Rafael, Leon			
Luy, Eddy	Wayman Aviation	Eduardo@wayman.com	954 778-9898
MacPherson, Nina	BCAD	nmacpherson@broward.org	954 359-1016
McCoy, Barney	Broward County Transit	bmccoy@broward.org	954 357-8496
McQueen, Cedric	North Perry ATCT	hwo@rvainc.com	954 981-4667
Mskral, Milo	Bobby's Landing	milo@bobbyslanding.com	954 806-5546
Nonnemacher, Michael	BCAD	mnonnemacher@broward.org	954 359-1213
Olsen, Tom			
Pacitto, Mike	BCAD	mppacitto@broward.org	954 359-6103

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



Discussion Points

The purpose of this meeting was to provide the tenants at the North Perry Airport (HWO or the Airport) an opportunity to review and comment on the preliminary recommendations that would be recommended by the Airport Master Plan team. Mr. David Ramacorti of Ricondo & Associates, Inc. facilitated this meeting, and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees.

Overview and Background:

MR. LUY: So we've heard roughly about the Community Advisory Group; I know Executive has one. What will be its role? What will it actually do?

Ms. MacPherson: Community advisory boards are quite common at general aviation airports and it's just a way to get the message out, informally. We have neighbors that we do not get to go and see sometimes at town hall meetings. It will not be a policy setting committee, but more of an advisory role.

MR. LUY: So kind of to feel concerns and bring them up?

Ms. MacPherson: Yes. Just like the North Perry Airport Tenant Association has members from all the FBOs and the flight schools, we want to have a collaborative approach and a consolidated voice. We're going to expand that so that somebody from that group will also actually be on this community advisory board bringing all those items to the forefront.

Mr. Bruschi: Does that (incompatible land uses within the runway protection zones) only apply if you increase the runway to 4000 feet? If you increase the runway to, let's say, 3500 feet, does that still apply?

Mr. Ramacorti: Right now, the runway protection zones (RPZs) are right on the airport property boundary. Any extension of the runways would further extend the RPZ off Airport property, thereby creating incompatible land uses.

Mr. Bruschi: What about overrun areas? The overrun areas, I understand, you don't have to increase that because they're not included as part of the runway, but just an overrun. Say you increase it by a couple hundred feet, you would not have to increase the runway protection. In other words, you're making the runway larger but you're not actually making the runway larger but keeping the runway the same way.

MR. RAMACORTI: Well, there is a concept that the FAA uses called declared distances. However declared distances are only applicable to turbine powered aircraft, they are not permissible for piston aircraft. Declared distances are for turbine powered aircraft only and it adds a level of complexity to the operation of the runways. With the amount of flight training

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



that occurs at HWO. It's just not a viable solution for this Airport. There are also some restrictions with the airspace in terms of being able to get instrument approach procedures..

MR. OLSEN: What he is talking about is not really using overruns for takeoff. That's essentially the ability to have a little more as pavement to stop an airplane on as opposed to using it for takeoff. Having, another couple hundred feet of runway would make it a little easier for somebody before the takeoff or to maybe go faster on the runway just to get some rollout instead of ending up in the grass, but it doesn't actually impact the clear ways.

MR. RAMACORTI: No, I understand that. But if you have a distance that's different than the actual length of the runway then that's considered a declared distance, whether it's your landing distance available or takeoff distance. The problem is, even if you left your landing thresholds where they are, if you extend the runway there's an RPZ, a RPZ that's a departure RPZ that moves out with that. If you don't move that departure RPZ out with the extension of the runway, then you're essentially establishing declared distances, which the FAA only allows for turbine aircraft.

MR. FONSECA: So in those situations where that overrun had not extended, that would be a feasible, viable project? Those airports that have that extended area where if an aircraft does go off, they used to have crushed cement where if necessary to stop quickly. There is no way to get on there unless you clearly overran that. It's unusable. And if you do overrun that, your airplane will come to a stop pretty quickly and that can't possibly be considered? It can't possibly be considered part of the runway. You can only go on it if you end up on it by accident.

MR. RAMACORTI: Are you referring to what's called EMAS (Engineered Materials Arresting System)?

MR. FONSECA: EMAS, that's exactly what it is.

MR. RAMACORTI: A couple of things. If you put EMAS on the end of the runway, that does not allow you to include that as a part of your takeoff or landing distance. EMAS is just an alternative to the runway safety area. It is not the safety areas that are a concern, it's the RPZs. The RPZ really protects for land use compatibility and the Federal Aviation Administration is really coming down on preserving and mitigating runway protection encroachments.

MR. GOLDBERG: To say we're eliminating it (the extension of Runway 10R-28L) from further consideration doesn't allow any opportunity to go back and try and figure out and make something happen on any of those three that are at the bottom. So what would be the harm in getting the County in to study all three of those things?

MR. RAMACORTI: Well, nothing says that you can't study it in the future. When we say eliminated from further consideration, it just means that it's not going to be depicted on the ALP. Master Plans change and evolve and if there is an emerging need or another option that comes to light that could work, it can always be restudied and revisited. But, the challenge is that the FAA has to approve the ALP and will not approve it if it depicts a runway extension that does meet FAA design standards.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MR. BRUSCHI: Doesn't the FAA offer waivers on some of these things? I mean, I know it's a pain to put it in, but my understanding is that there are airports that can get a waiver for that given certain circumstances. Are you saying that they won't offer a waiver or they're not available or they're just not going to put one in?

MR. RAMACORTI: I can tell you for runway safety areas, which I know I mentioned isn't necessarily the constraint here, absolutely not. There's no waivers or modifications. When it comes to RPZ, the FAA is really coming down on land use compatibilities particularly for RPZs. Part of the problem with this airport is that if you extend the runway, the RPZ encroach residential areas and they are not going to approve that. If it was a road or a railroad track or something that we might be able to justify, it would require an in-depth alternative's analysis, but going into residential areas and neighborhoods, they are not going to allow that.

MR. FONSECA: How far are we into that zone, if you will, vertically and length wise? Are we at that edge right now? For those buildings I think we are precisely on that edge, right? But what about on the east side? Have we looked at that from a vertical perspective?

MR. RAMACORTI: Yes. The RPZ is right at the airport boundary. As a matter of fact, a couple of them might even overlap a little bit.

MR. LUY: Just what was said earlier about the turbine traffic at the airport, I'm aware of at least two or three regular turbine aircraft that come in and we've had light jets come in several times over the last few years, so there's already turbine traffic at the airport and it should be considered even though it's not the majority.

MR. RAMACORTI: Understood. That is not the primary market that the airport is trying to serve I would say, but the problem is that the complexity that results from declared distances. I mean, for a student pilot to comprehend, having a landing distance that's less than the runway length and then I've got a takeoff distance that's one length, and a takeoff run that's another length, and then a different accelerated stop distance. It just adds a high level of complexity to the operation. For an airport that has a high concentration of flight training activity, it's not really a suggested practice. I totally understand, the benefits and where everybody is coming from, but it's just with the constraints of this airport, it's just technically challenging to accomplish it without, having major investments in infrastructure and modifications around the airport.

MR. FONSECA: Is a diagonal runway ruled out?

MR. RAMACORTI: It was evaluated during the previous Master Plan. The problem is when you put a diagonal runway in, the capacity of the airfield is significantly reduced.

MR. RAMACORTI: There were a couple of other things that I did want to mention that I know you have all alluded to, is about an aircraft wash rack. The Broward County Aviation Department (BCAD) has indicated that they don't have an

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



intention to construct one for the Airport. It's something that obviously any of the tenants may want to consider or it may already be under consideration.

MR. GOLDBERG: For that one, is there somewhere else in this presentation where you talk about the utility extensions because I know that for a tenant to undertake the wash rack, at least on the south side we don't have sewer tie-ins and so that was the reason we could never do them because we can't drain into through septic. So, is there somewhere in here where the Aviation Department or the County is proposing to assist in the extension of the building lines?

MR. RAMACORTI: Yes. It's not in this presentation. BCAD is not installing sewer lines at the Airport, but whomever manages the local waste water will be installing sewer lines in and around the airport.

MS. MACPHERSON: Yes. We're still a few years out.

MR. RAMACORTI: Yes. Now for developing future tenant facilities, particularly something built on the eastside or the west side for utility infrastructure, the Aviation Department could bring it up to the site. And then the last thing that was brought up was the potential for a General Aviation Customs facility. A GA customs facility is a challenge even if you have a high level of corporate jet activity like in Boca Raton or Fort Lauderdale Executive. BCAD ultimately elected that maybe sometime in the future it can be considered, but for right now they didn't see it as a financially feasible investment. Not only would BCAD need to invest in the cost of the facility, but the cost to staff it. There are also user fees that would be charged as well.

UNKNOWN SPEAKER: Just in your experience, what is the typical budget for a GA customs facility?

MR. RAMACORTI: Yes, I've seen everything from \$2 to \$4.5 million dollars.

UNKNOWN SPEAKER: That's up front?

MR. RAMACORTI: Yes. That would be invested by typically the airport operator that pays for it and then they have to pay for the staffing.

UNKNOWN SPEAKER: No, I understand there would have to be an annual budget, but I'm talking about the user fees to see if there's even a possibility that this would be subsidized.

MR. RAMACORTI: I don't know the answer to that.

MR. FONSECA: On a user fee basis, that works more when there's a corporate jet traffic. When you start talking about user fees for General Aviation, they'll just fly over even though it's still cheaper to pay the \$50 or \$35. Generally speaking they'll fly over to Fort Lauderdale Executive or Opa Locka and come back. For a jet, for those airports that have done it, that will work. But you have Global (Express) paying well, in that case, \$200 or \$300.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MR. SRKAL: Aircraft storage facilities? Can you define those a little bit? I'm just kind of curious if there's going to be some overlap. Under the two subcategories, aircraft storage and facilities.

MR. RAMACORTI: Today there's 70 acres of development that is dedicated to aeronautical facilities. We're projecting that by 2035 there will be a need for about almost 92 acres; A 22-acre increase. This not only provides consideration the general aviation fixed based operator facilities, but some of the other support facilities that we have identified. The aircraft storage is specifically aircraft ramp and hanger facilities. Tenant facilities are reflective of administration, terminals and automobile parking. We also put a contingency in there for drainage, and aircraft maintenance facilities. Actually, if you go back on the website, we have the presentation from the last meeting we had, and we actually have that broken down in greater detail.

Demand and Capacity

MR. SRKAL: So to accommodate airplane design group (ADG) II aircraft, we must actually shift the taxiway off the runway?

MR. RAMACORTI: Yes; it would increase the separation between the runway and the taxiway. So I think the separation between the runways and their parallel taxiways is 215 feet now in some areas. To serve ADG II aircraft, this separation needs to increase to 240 feet. That has been factored into each of the parcels that have been identified for future tenant development.

MR. SRKAL: But right now you would have to design, we're in the process of defining our site in terms of surveying it.

MR. RAMACORTI: Correct.

MR. SRKAL: So, if we're planning to protect ADG II aircraft, then that's going to be the design standard; you would just have to define that eastern boundary (in reference to new leasehold for Bobby's Landing).

MR. RAMACORTI: I'm pretty sure that the eastern boundary (of Bobby's Landing leasehold) complies. One other thing I did want to mention. This was a request by the Aviation Department. Since Runway 1L-19R is going to be shortened by a couple hundred feet, we are going to light Runway 1R-19L and Taxiway E; install edge lighting and airfield guidance signage. I don't know if it will happen as part of the initial project or shortly thereafter, but there will be airfield lighting.

MR. LUY: The pavement removal there at the bottom of the slide (referring to proposed removal of Taxiways D and E that cross Runway 10R-28L); wouldn't that make it more difficult to taxi to and from that runway by removing the bottom of the taxiway? If you remove pavement don't you think it would restrict access?

MR. RAMACORTI: There are few things to consider. First, this is not a near-term project; that would be more in the future. There is also concern that when you have a straight run of a taxiway and then it just goes onto a runway, then that's a

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



potential for runway incursion. Second, the FAA (Federal Aviation Administration) is trying to eliminate a direct access onto a runway from an apron. What they want to see is that an aircraft must get on the parallel taxiway before it enters the runway just to enhance the situational awareness. The FAA is also discouraging runway crossings within the center third of the runway. The FAA's refer to that as the high energy portion of the runway and they want runway crossings to be at one end of the runway to provide additional awareness.

MR. OLSEN: Couldn't you mitigate that with lighting or flashing lights like they do at air carrier airports?

MR. MCQUEEN: It doesn't help, so, to get rid of it helps.

MR. RAMACORTI: This has been a real big push for the FAA over the last five or six years.

MR. OLSEN: In the busy times of the day, instead of having one or two places to exit the runway, they're going to have how many? It's going to be fewer and you always get that airplane that turns off the taxiway and then stops and there's some guy right behind him trying to get off, trying to get off on the same taxiway and ends up on the runway.

MR. RAMACORTI: Agreed

MR. OLSEN: Those are things that may need to consider as well.

Alternatives

MR. GOLDBERG: Would it be beneficial to show redevelopment opportunities or redevelopment potential in a Master Plan? A parcel would be redeveloped, but that it's identified that it's something that upon the next leaseholder?

MR. RAMACORTI: Right. Nothing says that you can't redevelop existing facilities.

MR. MCCOY: We have a parking lot in the lower left corner (referring to the park-n-ride lot). You mentioned earlier that if something needed to be developed there that we would be relocated somewhere else at the airport. But, correct me if I'm wrong, if you have a deficit land over that 20-year time span, are you saying that the only parcel available are the magenta, or where would we be relocated?

MR. RAMACORTI: Yes. It would somewhere where the magenta is. That would be a discussion that would be had if there was, a desire to develop something. There is nothing pressing or immediate though.

MS. MACPHERSON: If someone comes in and develops on that area where you are, then we would relocate those parking spaces.

MR. GOLDBERG: I know that we have discussed this before, but for a public viewing area for a lunch or hangout area?

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MR. RAMACORTI: We hadn't talked about it specifically, but I imagine with the shared use path around the airport there would be some areas that you can park, eat and hangout. But other than that, I don't think we have a designated area.

MS. MACPHERSON: We have an unofficial designated area with some palm trees right by the gate where you go into the banner towing area. If you notice, people like to park there and then go down to watch all the banner towers; so we might work on making that a nicer area for someone to sit along the shared use path.

MR. SRKAL: Can someone in the room speak more specifically to the restrictions on that western parcel in regards to the beacon and FAA equipment? Is it an elevations thing? Is it a proximity thing?

MR. RAMACORTI: It's more about elevation. We took a very conservative approach to this because if you protect the clear line of sight from the transmitter to the taxiway, then the communication signals would not be degraded. If you do penetrate that line-of-sight, the signals have tendency to refract around the building. It depends on the orientation of the building, the construction of it, the height, that it could cause some signal interference. The only way to really know is some type of sophisticated modeling or evaluation. There may be some opportunities to build a little bit larger conventional hanger maybe on the west side, but as you get closer to the taxiway, the more you encroach that area.

MR. SRKAL: The line of sight is kind of long pole, the clear line of sight to the taxiway?

MR. RAMACORTI: Yes. Well the clear line of sight will ensure that there is no degradation of the signal. If you do, there could be a potential that you obstruct that clear line-of-sight a little bit without degrading the signal to the level where you interfere with communications.

MR. SRKAL: And the challenge with the Beacon, that's more for guys up in the air, right?

MR. RAMACORTI: Yes, the Beacon is there and obviously we don't want to interrupt that but the remote transmitter facility is more sensitive.

MR. OLSEN: They can't just make it higher?

MR. RAMACORTI: Well, you could but there is a cost involved. We also do not want to create an airspace obstruction.

MR. OLSEN: That's not something we have any control of?

MR. RAMACORTI: Yes. You have all this vacant property, why would you build something to disrupt something. If you were pressed for land and had no other choice then it would be a consideration. But with this much vacant property on the airport, it is not justified.

MR. GOLDBERG: Is there irrigation out there? Is there irrigation all the way around?

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MR. RAMACORTI: Yes, there is a canal. It's not shown.

MR. FONSECA: As part of the Master Plan, is this taken into consideration the feasibility of the funding? For instance, for the pathway and outside of the airport and the wall path and so on, and that beautification from the other grants? If you pursue it, do you get the funding from the county, the city, the FDOT, whoever else?

MR. RAMACORTI: When put together the capital improvement plan for the projects, then we know what's eligible for funding, whether certain projects are eligible for funding from the FAA independent of what type of project they are. The airfield projects, particularly the safety enhancement improvements, are being driven by the FAA. Therefore, they would be eligible for funding with an FAA grant. The remaining portion of the money can be funded either locally by BCAD, or it could be split between the BCAD and the FDOT. Some of the projects are eligible to be funded just from FDOT; the FAA only has limited funding. BCAD then applies for grants through JACIP (Joint Automated Capital Improvement Program). The JACIP is a FDOT program where they set up the capital improvement program and establish funding levels and priorities.

MS. MACPHERSON: So for example you have a Master Plan update that's being needed, you have a sidewalk that needs updated, and you have an airfield or taxiway that needs updated. All that gets prioritized in the bigger system so it's a joint airport capital improvement program and that gets funded either in an 80/20 or a 50/50 depending on the priority level and what's entailed.

MR. SRKAL: I don't know if this was on the last presentation and I kind of didn't want to bring it up; there's that other aviation parcel that's within the banner field that I think is new. I don't know if it was in the last presentation or if I didn't catch it. Again, I don't know if it's an issue or not because I would have to look at all those dimensions and so on and so forth, but I just want to kind of reserve the right to comment in the next couple days if you don't mind?

MR. RAMACORTI: Sure.

MR. SRKAL: During peak season, we have a lot of banner towing operations between the two of us (banner tower operators), it may, and I'm not saying if it will, start to get dangerous if that field gets smaller or if we limit activities, so on and so forth. So, again, I'm not saying it's bad, but it's something, you know, that I need to look at because it would be news to us.

MS. MACPHERSON: It was in the last Master Plan. Yes, it's always been identified but we do have a large portion and much more than what is required for that operation.

MR. SRKAL: That's what I don't know.

MS. MACPHERSON: Right.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MR. SRKAL: As an operator, I would have to look at the geometry and so on and so forth.

MS. MACPHERSON: Yes.

MR. SRKAL: The question is, can we perform safely if occupied with less?

MR. RAMACORTI: No, that is definitely the feedback we were looking for.

MS. MACPHERSON: Yes, safety comes first. That is the feedback that we would want, and we have an obligation.

MR. SRKAL: Yes. Again, but, I just want to weigh in and let you guys know if it's something that we need to change on our end in terms of operation.

MR. RAMACORTI: Of what's left, I mean assuming that layout?

MR. SRKAL: Can we obtain the dimensions of the remaining parcel?

MR. RAMACORTI: Yes, we could do that.

MR. SRKAL: That way, I would have to deduce it somehow that would be beneficial.

MR. LUY: A lot of the activity that occurs at the airport, the flight training pattern, I had a lot of conversations. I don't know if it's ever been discussed, but have there been consideration to do something cooperative with Miami-Dade about rehabilitating Opa-Locka West or paving the grass strip or something along I-75 corridor that can be used for a path? It would be a big reliever for this Airport.

MR. RAMACORTI: No, it was not part of this study; obviously, that is more of a systems approach that this Master Plan did not consider.

MS. MACPHERSON: It would be the Aviation Department to bring it up, like he said, a systems approach.

MR. LUY: If there was FDOT (Florida Department of Transportation) person in the room the fact that even rehabilitating Opa Locka West would be a huge reliever to North Perry and Opa Locka, because we don't have like a Homestead.

MS. MACPHERSON: Like I said, that aspect involves the FDOT and the FAA, that's not in our house.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.

**Attachments:**

PowerPoint Presentation (HWO Tenant
Briefing #2)

Distribution:

15-04-0902-H2.8-1120
Meeting Attendees & Invitees

P:\Project-Miami\BCAD\2015 Master Plan Updates\02 - HWO Tasks\II-8 Phase II Stakeholder Engagement\Meetings\PAC TAC #3 Tenant Briefing #2\Meeting Minutes\Draft Mtg Notes_HWO Tenant
Briefing #2_2019-0522.docx

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.

Appendix A.8
Policy Advisory Committee Meeting – May 22, 2019



North Perry Airport (HWO) Master Plan Update Policy Advisory Committee Meeting #3

15-04-0902-H2.8-1120

May 22, 2019

1:00 p.m. – 2:00 p.m.

Broward County Library
South Regional / Broward College

Facilitator:	David Ramacorti		Note Taker:	Monika Shogan-Feiss
Attendees	Representing	Email	Phone Number	
Pete Ricondo	Ricondo	pricondo@ricondo.com	305-260-2727 x251	
Dave Ramacorti	Ricondo	dramacorti@ricondo.com	305-260-2727 x715	
Brad Weston	Ricondo	bweston@ricondo.com	407-381-5730 x302	
Shane Ingolia	Ricondo	singolia@ricondo.com	407-381-5730 x204	
Castillo, William	BCAD	wcastillo@broward.org	954-359-2291	
Pacitto, Michael	BCAD	mppacitto@broward.org	954-359-6103	
Nonnemacher, Mike	BCAD	mnonnemacher@broward.org	954-359-1213	
MacPherson, Nina	BCAD	nmacpherson@broward.org	954-359-1016	
Abreu, Ray	BCAD	rabrey@broward.org	954-359-2230	
Coutain Jr., Ken	BCAD	kcoutain@broward.org	954-359-1599	
Friedman, Karen	BCAD	kfriedman@broward.org	954-359-6258	
Wolf, Doug	BCAD	dwolfe@broward.org	954-359-2758	
Gambrill, Marc	BCAD	mgambrill@broward.org	954-816-1945	
Cuevas, Alex	BCAD	acuevas@broward.org	954-359-6100	
Sunday, Susan	BCAD	ssunday@broward.org	954-359-6100	
Hernandez, Freddy	BCAD	fhernandez@broward.org	954-359-6100	
Carter, Timeka	AID	tcarter@aidinc.us	561-207-2010	
Yaciuk, Joe	City of Pembroke Pines	jyaciuk@ppines.com	954-392-2100	
Mitinger, Rick	City of Hollywood			

Discussion Points

The purpose of this meeting was to provide the Policy Advisory Committee for the North Perry Airport (HWO or the Airport) Master Plan an opportunity to review and comment on the preliminary recommendations that would be recommended by the Airport Master Plan team. Mr. David Ramacorti of Ricondo & Associates, Inc. facilitated this meeting, and the

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees.

MR. MITINGER: What's the website of the presentation?

MS. FRIEDMAN: northperryairport.net.\masterplan

MS. MACPHERSON: There you can find copies of the presentations and boards from each of the committee meetings and public open house workshops.

MR. MITINGER: What time is the public meeting?

MR. RAMACORTI: It is from 5:30 to 8:30. It is an Open House format so that people can come at their convenience. It is not a formal presentation, but we'll be there to answer questions.

MS. MACPHERSON: To help with expectations; is it this presentation displayed on boards throughout the room?

MR. RAMACORTI: That's correct, there's no formal presentation by us. However, we will have a little discussion about the community advisory board.

MR. RAMACORTI: The public meeting, will be similar to the content discussed today.

MR. RICONDO: It's more of an open house format with different stations. Stations will have boards with the content that was shown.

MR. RAMACORTI: The presentations from the two previous advisory meetings can be found on the website.

Attachments:

PowerPoint Presentation (HWO PAC #3)

Distribution:

15-04-0902-H2.8-1120

Meeting Attendees / PAC Committee Members

P:\Project-Miami\BCAD\2015 Master Plan Updates\02 - HWO Tasks\II-8 Phase II Stakeholder Engagement\Meetings\PAC TAC #3 Tenant Briefing #2\Meeting Minutes\Draft Mtg Notes_HWO PAC Meeting #3_2019-0522.docx

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.

Appendix A.9
Technical Advisory Committee Meeting – May 22, 2019



North Perry Airport (HWO) Master Plan Update Technical Advisory Committee Meeting #3

15-04-0902-H2.8-1120

May 22, 2019

3:00 p.m. – 4:00 p.m.

Broward County Library
South Regional / Broward College

Facilitator:	David Ramacorti	Note Taker:	Monika Shogan-Feiss
Attendees	Representing	Email	Phone Number
Pete Ricondo	Ricondo	pricondo@ricondo.com	305-260-2727 x251
Dave Ramacorti	Ricondo	dramacorti@ricondo.com	305-260-2727 x715
Brad Weston	Ricondo	bweston@ricondo.com	407-381-5730 x302
Shane Ingolia	Ricondo	singolia@ricondo.com	407-381-5730 x204
Castillo, William	BCAD	wcastillo@broward.org	954-359-2291
MacPherson, Nina	BCAD	nmacpherson@broward.org	954-359-1018
Abreu, Ray	BCAD	rabrey@broward.org	954-359-2230
Coutain, Ken	BCAD	kcoutain@broward.org	954-359-1599
Friedman, Karen	BCAD	kfriedman@broward.org	954-359-6258
Cuevas, Alex	BCAD	acuevas@broward.org	954-359-6100
Gambrill, Marc	BCAD	mgambrill@broward.org	954-359-6100
Sunday, Susan	BCAD	ssunday@broward.org	954-359-6100
McDermott, Laurie	FDOT – D4	laurie.mcdermott@dot.state.fl.us	954-777-4497
McQueen, Cedric	North Perry ATCT	hwo@rvainc.com	954-981-4667
Carter, Timeka	AID	tcarter@aidinc.us	561-207-2010
Yaciuk, Joseph,	City of Pembroke Pines	jyaciuk@ppines.com	954-435-6513
Notman, Doug	TSA	doug.notman@tsa.dhs.gov	954-459-0312
Murphy, Fitz	City of Hollywood	fmurphy@hollywoodfl.org	
Williams, Cole			

Discussion Points

The purpose of this meeting was to provide the Technical Advisory Committee (TAC) an opportunity to review and comment on the preliminary recommendations that would be recommended by the North Perry Airport (HWO or the Airport) Master Plan team. Mr. David Ramacorti of Ricondo & Associates, Inc. facilitated this meeting, and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



MS. MCDERMOTT: I have two questions unrelated to each other. I'm curious, the shared use path, would that be treated like a park area, once it's there it's protected?

MR. RAMACORTI: That is a good question. I don't know if it is, but I don't foresee any immediate need that it would need to be reclaimed.

MS. MCDERMOTT: Okay. And the second question is, when you talked about the flight school, I was curious are there any existing or proposed housing for those schools?

MR. RAMACORTI: There has been some discussion about that. We haven't designated anything for that particularly, but obviously there are surplus parcels that are identified for potential aeronautical and non-aeronautical uses.

MS. MACPHERSON: There has been some discussion about the need for dormitories at the Airport because we are counting 11 flight schools and we are luckily an international global gateway for flight training in South Florida and the United States in general. There's no doubt about it. We cater to the Chinese, the Korean, the Russian, the Latin. All of the flight schools are right here, which brings us all the challenges for our tower chief, Cedric. These students need a place to stay; so they are dispersed into Hollywood, Miramar, Pembroke Pines in the apartments. So that has been something that developers have approached us with, and it's a matter of finding out, the use of the zoning, to see what would be accepted on the FAA's (Federal Aviation Administration's) side, as well as the surrounding cities. So, yes, it has surfaced but there's nothing concrete.

MR. RAMACORTI: So that's pretty much summarizes everything. This presentation will be posted to the website. There is a website link, and I think we passed this out before; northperryairport.net/masterplan. That will give access not only to this presentation which should be up in the next 24 hours or so, but also any previous presentations that we have given. There's also an Email address if you are interested or if you think about something after this meeting if you would like to submit a comment. It is: hwompucomments@broward.org. Tomorrow, as I mentioned, is the public open house. There will be comment cards here for that as well as submitting comments to this e-mail address. Our intention here is to collect comments over the next two weeks. On June 6th there is a scheduled meeting for the Aviation Director to brief the Board of County Commissioners on the Master Plan, not only this Master Plan but for the Fort Lauderdale-Hollywood International Airport as well.

MR. MCQUEEN: Is the proposed lighting of Runway 1R-19L being proposed because Runway 1L-19R is being shortened? How did it get picked for the which runway gets the lights?

MR. RAMACORTI: Yes.

MS. MACPHERSON: The FAA, to receive funding when you have four runways, we picked the two of the north, south, east and west. We pick one of each, with the shortening of Runway 1L-19R we will make Runway 1R-19L the predominant runway. Do you have any other questions though, Cedric, because I do really appreciate you being here. This is the technical part of it so please feel free.

MR. MCQUEEN: I was just wondering about that, like how they pick which runway.

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.



UNKNOWN SPEAKER: Another question. The parcel just south of the banner field.

MR. RAMACORTI: Yes.

UNKNOWN SPEAKER: If they shorten the banner field on the north/south operation, on the east/west operation they have a little more room to turn base before the banner field, before they descend for the take, on the north/south if this building's there it kind of dictates where they can descend and how the banners could operate safely at one time.

UNKNOWN SPEAKER: On the north/south operation, you have the fence line and the regular traffic pattern. The banner field will be inside the traffic pattern; pilots can't extend too far or they would be in the traffic pattern, because of the fence line.

MS. MACPHERSON: That's a good point. It was brought up when we discussed it with the tenants this morning and we will provide them with dimensions of that area and they will provide us feedback. There's not really an FAA criteria for banner towing operations, so any feedback we could solicit particularly from the operators would be helpful.

MR. RAMACORTI: But, yeah, it's something we will closely follow.

Attachments:

PowerPoint Presentation (HWO TAC #3)

Distribution:

15-04-0902-H2.8-1120

Meeting Attendees / TAC Committee Members

P:\Project-Miami\BCAD\2015 Master Plan Updates\02 - HWO Tasks\II-8 Phase II Stakeholder Engagement\Meetings\PAC TAC #3 Tenant Briefing #2\Meeting Minutes\Draft Mtg Notes_HWO TAC Meeting #3_2019-0522.docx

These meeting notes represent the understanding by Ricondo & Associates, Inc. of the proceedings of this meeting. Any corrections must be submitted in writing to Ricondo & Associates within ten days of the issue date. If no corrections are submitted, all parties shall rely on the contents of these minutes.

Appendix A.10
Public Workshop – May 23, 2019

NORTH PERRY AIRPORT MASTER PLAN WORKSHOP RESULTS MAY 23, 2019



Event Summary

66 total registered attendees

63 members of the public

0 members of the media

3 elected officials

NOTE: Some registered "attendees" consisted of more than one individual.



[30 comment forms completed]



Comment Themes

11 **beautification and landscaping**
Including suggestions for shared-use paths, entrance aesthetics, and landscaping elements.

5 **additional amenities**
Including recommendations for a restaurant, observation area, and convenience store.

5 **noise and traffic**
Including concerns over air quality and noise, suggestions for alleviating student traffic, and the addition of speed bumps.

3 **advisory group**
Including general reactions and perspectives pertaining to the advisory group.

NOTE: 9 general comments were not categorized due to lack of commonality.

NORTH PERRY AIRPORT

MASTER PLAN WORKSHOP RESULTS

MAY 23, 2019



WORKSHOP
RESULTS (CONTD.)



Advisory Group Comments (Station 6)



I'm interested in becoming a member of the community that is going to be formed. I am also interested in creating a community event for the airport.



The idea of a greater/more advanced proposal is great to accommodating the influence of the airport around the community. I would like to suggest to reach out for more community development by going to schools (BC) for more recognition and input on how the airport should grow. The students can/will give great input.



The airfield plan seems appropriate for use and community expectations. I very much agree with the community group involvement past the master plan and into the future projects.



Other Comments



The outer areas need more landscaping. Low bushes, hedges and any small trees that won't impede the planes' flightpaths. The landscaping can be in a row or groupings. It will enhance the property.



I fly out of North Perry Central and Hollywood Aviation and spend a lot of time in Pembroke Pines with family and friends, I would love to see a restaurant reopened (building on the SW corner) and a public viewing area (similar to the one at FXE).



Issues not yet covered: air quality study within 2-mile radius, noise study and look at operating hours. What is the economic impact of N.P.A contact with the Perry family as to their wishes going forward? East side security (Pines Village) resident only traffic on SW 72nd ave. Approx. 100,000 residents are impacted by air noise and pollution.



We appreciate this public workshop in informing the community. Your team members have been gracious in sharing and answering our questions, for that we say thank you.



COMMENT FORMS

Thank You
For Visiting



North
Perry
Airport

H

W

O



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Joachim Dayting

Phone: 954-647-3927

Email: ~~daytingjoachim@1~~ JDayting@KEDIAteam.com

Please check one: ☐ Resident

City of Residence

☒ Business

☐ Government

☐ Aviation Related

☐ Other

The idea of a greater/more advanced proposal is great to accommodate the influence of the airport around the community. I would like to suggest to reach out for more community development by going to schools (BC) for more recognition and input on how the airport should grow. The student can/will give great input!

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: MARCIA RUTZ

Phone: _____

Email: marciagrtz@gmail.com

Please check one: ☒ Resident Pembroke Pines ☐ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

I appreciated all the consultants and county employees available to explain the informational placards about the present and future plans. Am glad you intend to keep the park-and-ride area to address county transportation needs. The bike trail, nice and wide, will be a great addition. Thank you for the workshop, have lived east of the airport since 1977.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Stephanie Lopez

Phone: (781) 538-2533 Email: stephanie.lopez@kimley-horn.com

Please check one: ☐ Resident Fort Lauderdale ☐ Business ☐ Government ☒ Aviation Related ☐ Other

City of Residence

The airfield plan seems appropriate for use and community expectations.

I very much agree with the community group involvement past the Master Plan making and into the future projects.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Jordan Villalobos

Phone: 954-600-9040

Email: jordanv@pea.com

Please check one: ☐ Resident ☐ Business ☐ Government ☒ Aviation Related ☐ Other

City of Residence

Long taxi to get to departure runway 10R from Broward College after removing taxiway P and hold short 19R. How would we taxi from Broward College to runway 1R during North operations? Taxiway E cuts off at taxiway M, this would reduce take off distances available for runway 1R. There is pavement removal approach ends both runways 28R / 19L - there are no runup areas available to accommodate Broward College and Bobby's landing ground traffic.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



NORTH PERRY AIRPORT
BROWARD COUNTY, FLORIDA

MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Sandra Spencer
Phone: 954-983-0351 Email: flanspen@bellsouth.net
Please check one: ☒ Resident Pembroke Pines ☐ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

I would like (and so would Broward College) to see the circumference frontage road extended east from the area of the main airport entrance into BC property to relieve traffic caused by students.

Any new buildings/tenants should occupy space on a short-term basis (5 years max.) so the airport can reclaim the land if necessary.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.

(OVER, please)

Very glad there are no plans to accommodate jet aircraft.
There should be at least one more public meeting/open house and
it should be better publicized,



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Jim Flannery

Phone: 954 707 2969

Email: jflan983@aol.com

Please check one: ☒ Resident ☐ Business ☐ Government ☐ Aviation Related ☐ Other

City of Residence

Like the shared walking-passing-bikeway path.
Glad to see you're not looking at adding jets.
Impressed with the number & variety of community activities
on Airport Property.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Gloria McCluskey

Phone: 954/432.7370

Email: WICKING@BELL SOUTH FLA

Please check one: ☒ Resident P. Davis

City of Residence

☐ Business ☐ Government ☐ Aviation Related ☐ Other

THE OUTER AREAS NEED MORE LANDSCAPING - LOW BUSHES, HEDGES & ANY SMALL TREES THAT WON'T IMPEDE THE PLANES FLIGHT PATHS. THE LANDSCAPING CAN BE IN A ROW OR GROUPINGS. IMO, IT WILL ENHANCE THE PROPERTY.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: NORMA FISHER

Phone: 954 663 8948

Email: NORMA.FISHER1949@GMAIL.COM

Please check one: ☒ Resident DEMBROKE PINES ☐ Business ☐ Government ☐ Aviation Related ☐ Other

MOORE City of Residence

Continue landscaping! Try to reduce # of flights
Never sell this property to developers!

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Vinny Parlatore
Phone: 954-240-8059 Email: EAL1011@aol.com
Please check one: ☒ Resident Pembroke Pines ☐ Business ☐ Government ☒ Aviation Related ☐ Other
City of Residence

- 1) Use solar where applicable - Lighting etc.
- 2) Example - Small coffee shop + convenience store for students + workers. Eliminate need for them to leave the airport thus less traffic congestion

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: MILLER MARTINEZ

Phone: 786 - 344 8942

Email: martinezmusicpro@aol.com

Please check one: ☒ Resident Pembroke Pines ☐ Business ☐ Government ☒ Aviation Related ☒ Other
City of Residence

I'M INTERESTED IN BECOMING A MEMBER OF THE COMMUNITY
THAT IS GOING TO BE FORM. I'M ALSO INTERESTED IN
CREATING A COMMUNITY EVENT FOR THE AIRPORT, SO I ~~WILL~~

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name:

frank C. Ortis

Phone:

954-224-4477

Email:

FOHTIS@PP1res.com
~~frankortis@pp1res.com~~

Please check one: ☒ Resident

☐ Business

☐ Government

☐ Aviation Related

☐ Other

City of Residence

I love the sidewalk aspect and I like
the new design features, road improvements

Very happy
Mays JHC

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



ACTUALIZACIÓN DEL PLAN MAESTRO DEL AEROPUERTO NORTH PERRY

TALLER ABIERTO AL PÚBLICO

Gracias por asistir al taller abierto al público sobre la actualización del plan maestro. Su opinión es importante para el departamento de Aviación del Condado de Broward. Si tiene algún comentario o sugerencia acerca del material del plan maestro que se ha presentado esta noche no dude en completar la sección de comentarios y depositar este formulario en la caja de comentarios antes de irse. También se pueden enviar comentarios a: browardcomments@broward.org

Nombre:

Carlos MAZOS

Teléfono:

754 246 4371

Correo Electrónico:

izposan@uniquelink.com

Marque uno:

☒ Residente

P. Pines

☐ Empresa

☐ Gobierno

☐ Relacionado a la aviación

☐ Otro

Ciudad donde reside

Immigration Building, Not
Maintained properly trees overgrowing
gate cover off, swaters, pollution
Security Does perimeter OKs, Nice!

Gracias por sus comentarios y su interés en la actualización del Plan Maestro del Aeropuerto North Perry.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: George Koren

Phone: 954-609-5956

Email: gkoren44@aol.com

Please check one: ☒ Resident Pembroke Pines ☐ Business ☐ Government ☐ Aviation Related ☒ Other
City of Residence

Issues not yet covered - Air quality study within
2 mile radius - Noise study - look at operating
hours - What is true economic impact of N.P.A.
Contact with the Perry family as to their wishes
going forward - East side security (Pines Village)
resident only traffic on S.W. 72nd Ave.
Approx 100,000 residents are impacted by air + noise
pollution

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Jack McCluskey

Phone: (954) 432-7370

Email: mccluskey@bellsouth.net

Please check one: ☒ Resident P. Pines

City of Residence

☐ Business

☐ Government

☐ Aviation Related

☐ Other

- ① DO NOT WIDEN S.W. 72 AVENUE
- ② DEIN AN INTERIOR ROAD ALONG SIDE OF 72 AVE FOR BROWARD COLLEGE TRAFFIC ONLY WITH AN ENTRANCE AT USCAUS DRIVE IN MIDAMAR
- ③ NEEDS MORE LOW LEVEL LANDSCAPING AROUND WHOLE AIRPORT

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Jack McCluskey

Phone: _____

Email: JackMcCluskey@bellsouth.net

Please check one: ☒ Resident P. Pinks ☐ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

#2 on another card: The idea was to have an entrance at Island Drive that goes only to the Broward College that keeps the college traffic in the interior so that traffic goes only to that college

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: MS SYLVIA E VARKONYI

Phone: 954 983 5730 Email: SEV@50ATT.NET COM

Please check one: ☒ Resident HWO ☐ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

I'VE LIVED HERE SINCE 1960 WITH THIS
PERRY & LIFE HAS BEEN NICE & PEACEFUL -
LET'S KEEP IT THAT WAY. THANKS!

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Eddy Luy
Phone: 954-778-9898 Email: eduardo@wayman.net
Please check one: ☒ Resident Weston ☐ Business ☐ Government ☒ Aviation Related ☐ Other
City of Residence

Can we work with FDOT to reopen
Opa Locka West? I + would give an alternate
field for touch-goes & traffic patterns, reduce
noise, and give a safe landing site for aircraft
in the practice area.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name:

JERI LYNN STETZ

Phone:

954-821-0809

Email:

JERILYNNSTETZ@YAHOO.COM

Please check one:

☐ Resident

PEERFIELD BEACH

City of Residence

☐ Business

☐ Government

☒ Aviation Related

☐ Other

I FLY OUT OF NORTH PERRY CENTRAL & HOLLYWOOD AVIATION, &
SPEND A LOT OF TIME IN PEMBRKE PINES WITH FAMILY & FRIENDS.
WOULD LOVE TO SEE A RESTAURANT RE-OPENED (BUILDING ON THE
SW CORNER?) & A PUBLIC VIEWING AREA (SIMILAR TO THE ONE AT FRIE)

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: RON CERROTTI

Phone: 954 213 1767

Email: roncero@aol.com

Please check one: ☒ Resident P. PINES ☐ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

A COUPLE MORE SPEED HUMPS WOULD HELP TO SLOW
DOWN THE SPEEDING, ESPECIALLY ON WEST SIDE NORTH
OR MOSQUITO CONTROL.

PLEASE FIND FUNDING TO BUILD PEDESTRIAN WALKWAY AREA.
WALKERS, BIKERS AND JOGGERS WOULD REALLY APPRECIATE AS
IT IS SOMETIMES DANGEROUS WHEN SPEEDING VEHICLES GO BY.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: WAYMAN Luy

Phone: 305-494-7622

Email: alfredo@wayman.net

Please check one: ☐ Resident

City of Residence

☒ Business

☐ Government

☐ Aviation Related

☐ Other

Toxi "J" should stay to relieve "E" truck

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: JAMES SCROGGINS

Phone: 954-579-5769 Email: C7814U@AOL.COM

Please check one: ☒ Resident HOLLYWOOD ☐ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

A RESTAURANT ON THE FIELD WOULD BE NICE,

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name:

Nancy Desimone

Phone:

954-901-1177

Email:

SOUTHILLS@AOL.COM

Please check one:

☒ Resident

Hollywood

City of Residence

☐ Business

☐ Government

☐ Aviation Related

☐ Other

WE NEED AN OBSERVATION AREA WHERE LOCAL RESIDENTS COULD SIT ON A BENCH AND WATCH AIRPLANES TAKE OFF AND LAND. PARTICULARLY THE BANNER TOW AIRPLANES. IT'S EXCITING TO WATCH THEM CATCH A BANNER AND SEE IT RISE UP TO THE CLOUDS. THERE ALSO SHOULD BE A PLACARD DESCRIBING A BRIEF HISTORY OF THE AIRPORT. RESIDENTS THEN, MIGHT GAIN MORE APPRECIATION OF THE FACILITY. I THINK THE UNIVERSITY ~~BANK~~ SIDE OF THE AIRPORT WOULD BE AN IDEAL LOCATION

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Comm. Angelo Castillo

Phone: 954-450-1030

Email: acastillo@ppines.com

Please check one: ☒ Resident

City of Residence

☐ Business

☐ Government

☐ Aviation Related

☐ Other

Impressed. Community involvement economic development
Enhanced safety, enhanced landscaping, No jets. This
is a huge win for Pembroke Pines and the
North Perry business community. Very pleased.

Angelo

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Ryann Greenberg

Phone: _____

Email: RLGREENBERG@ME.COM

Please check one: ☒ Resident Pembroke Pines ☐ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

Beautification! Love the pathways, but may want to do two separate materials for jog vs. bike pathways. Can we look at what materials they use in Europe to beautify the surrounding areas, and make it meld into the neighborhood.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Jennifer McMahon

Phone: 954 673 2152

Email: jennmcmahon13@hotmail.com

Please check one: ☒ Resident P Pines

City of Residence

☐ Business ☐ Government ☐ Aviation Related ☐ Other

Pls consider extending walking path or even adding a small section of sidewalks on North side from 77th to Broward College.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Nannette Rodriguez

Phone: _____

Email: nannetteRodriguez@gmail.com

Please check one: ☒ Resident Pembroke Pines ☐ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

- Broward County BCT/ADOT: Parkn Ride Lot (UNIV ^{Pembroke Re})
Opportunity for lighting + shading opportunity
- Airport needs a signature entrance piece
- More Art in Public Places
- Shared Use Path needs to integrate w/ City Park +
Co. property (Pines/72)

Thank you for your comments and interest in the North Perry Airport Master Plan Update.

- more foliage (native)
- Hotel would be a good ^{broader} component



ACTUALIZACIÓN DEL PLAN MAESTRO DEL AEROPUERTO NORTH PERRY

TALLER ABIERTO AL PÚBLICO

Gracias por asistir al taller abierto al público sobre la actualización del plan maestro. Su opinión es importante para el departamento de Aviación del Condado de Broward. Si tiene algún comentario o sugerencia acerca del material del plan maestro que se ha presentado esta noche no dude en completar la sección de comentarios y depositar este formulario en la caja de comentarios antes de irse. También se pueden enviar comentarios a:

hwompucomments@broward.org

Nombre:

Anthony Restaino

Teléfono:

954 558 4914

Correo Electrónico:

arrestaino@bellsouth.net

Marque uno:

☒ Residente

☐ Empresa

☐ Gobierno

☐ Relacionado a la aviación

☐ Otro

Ciudad donde reside

4' Shrubbery around airport fence

Gracias por sus comentarios y su interés en la actualización del Plan Maestro del Aeropuerto North Perry.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Ramona & Alice Rivera

Phone: _____

Email: nyflalice@yahoo.com

Please check one: ☒ Resident Pemb. Pns ☐ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

As residents for over 28 yrs in Pembroke Pines our family has valued being neighbors with North Perry Airport. We appreciate this public workshop in informing the community. Your team members today have been gracious in sharing, answering our questions, for that we say thank you. Wishing you continued success in your plans to completion. If there's anything else we can think of we will respond on your website.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Niles Warrick
Phone: (239) 314-8565 Email: NWarrick@KEITHteam.com

Please check one: ☐ Resident ☒ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

The Master Plan looks efficient and effective.
Keith & Associates, Inc. looks forward to being a part of this fantastic
Master Plan.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.



MASTER PLAN UPDATE FOR NORTH PERRY AIRPORT

PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to hwompucomments@broward.org

Name: Suzanne Sawinko

Phone: 954 609-9573 Email: SSAwinko@gmail.com

Please check one: ☒ Resident Pembroke Pines ☐ Business ☐ Government ☐ Aviation Related ☐ Other
City of Residence

The renderings of the master plan look great. Nice to see the landscaping etc which makes the airport look nice. the total shared use path is nice. I would like to know of the planned development that could happen on the airport property. I don't want to see anything taken away from the airport or anything (restrictions) that would hurt the airport.

Thank you for your comments and interest in the North Perry Airport Master Plan Update.

SIGN-IN SHEETS



Elected Officials Sign-In Sheet

Date: Thursday, May 23, 2019 **Time:** 5:30 PM - 8:00 PM **Location:** South Regional/Broward College Library Auditorium 7300 Pines Boulevard Pembroke Pines, FL 33024

[illegible]

Public Sign-In Sheet

Date: Thursday, May 23, 2019 **Time:** 5:30 PM - 8:00 PM **Location:** South Regional/Broward College Library Auditorium 7300 Pines Boulevard Pembroke Pines, FL 33024

NAME	ADDRESS	CITY	EMAIL	ORGANIZATION	SIGNATURE
Wilder Castillo				BCAD	
Michael Parillo				BCAD	
Winston Cannicle				BCAD	
ANGELO CASTILLO				PPine	
Jack McCluskey				SBDO & Pines	
Nannette Rodriguez				Resident	
Eddy Luy				Tenant	
Carlos Marcos			REPOS My Uniqwa@AOL	COMMUNITY NOTICE	
Cedric McGehee	78015 AIRPORT Cn Pembroke	Pembroke Pines	Hwo@EVANEC.COM	Hwo Tower	
TIA SCROOGIAS	6275 PEARCE ST	Hwo	C78140@AOL.COM	EAA-FAA	
NANCY DE SIMONE				" "	
Anthony Restaino	8555 N.W. 24th Pembroke Pines	Pembroke Pines	arrestaino@bellsouth.net	Florida Aero Club	
Tony Fonseca			Hollywood Air Tower @ Gmail.com	Hollywood Aviation	
Ramona & Alice Rivera			nyflallice@yahoo.com		
Jordan Villalobos			jordanv@pea.com	Phoenix Air Association	
Ryan Greenberg		Pembroke Pines	RLGREENBERG@ME.COM	PP Econ Dev Board Chair	

Public Sign-In Sheet

Date: Thursday, May 23, 2019 Time: 5:30 PM - 8:00 PM Location: South Regional/Broward College Library Auditorium 7300 Pines Boulevard Pembroke Pines, FL 33024

NAME	ADDRESS	CITY	EMAIL	ORGANIZATION	SIGNATURE
Sylvia Varkowji	661 W 73 Ave	Hialeah 33024			
George Koren	6731 SW 11th St. P.P.	Pembroke Pines	gkoren44@aol.com		
Randy Migdalski	7030 SW 12th St P.P.	Pembroke Pines	PRINCE.Village.GROUP@gmail.com	PRINCE Village Group	
JAMES DARNOWSKI	6761 SW 11 ST	PEMBROKE PINES		PUG	
JENNIFER	11 11	11		11	
LARISSA Chanzas	18410 NW 11th Ct	11	larissfla@yahoo.		
Khaalis Gumbir	7901 NW 7th Ave	Miami	Khaalis12@gmail.com		
A Celina Sanchez	2200 SW 45 St.	Dania Beach	asanchez@broward.org	BCAD	
KEN COUTINHO	2200 SW 45th Street Suite 101	Dania Beach	kccontinho@broward.org	BCAD	
Thomas Good		PINES	TGood@ppines.com		
Arlene Satchell	BCAD	Dania Beach	ASatchell@broward.org	BCAD	
ROGER USB. DA	1517 NW 1st Ave	FT. LAUDERDALE	KLEB10ACCAHMAN ASSOCIATES, INC.	CHARTER	

Public Sign-In Sheet

Date: Thursday, May 23, 2019 Time: 5:30 PM - 8:00 PM Location: South Regional/Broward College Library Auditorium 7300 Pines Boulevard Pembroke Pines, FL 33024

NAME	ADDRESS	CITY	EMAIL	ORGANIZATION	SIGNATURE
Leslie Horkin	740 SW 70th Ter.	Pembroke Pines	LHorkin@banyancur.com	Resident	
Rondeisha Forbes	310 N 76th Ave	Pembroke Pines	Randi.JF17@gmail.com	Resident	
Vicky Parlatore		" "	EAL1011@aol.com	Resident F. PUG	
Woody Fisher	9911 N. Hollybrook Lake Dr #104	" "	WoodyFisher@gmail.com	Resident	
Stephanie Lopez	600 N Pine Island Rd, Plantation		stephanie.lopez@kimley-horn.com	Kimley-Horn	
Lin A. Fleming			lfleming@broward.org	BCAD	
MARCIA RUTZ	670 S.W. 67 Ave.	Pembroke Pines	marciagrutz@gmail.com	resident	

Public Sign-In Sheet

Public Sign-In Sheet

Date: Thursday, May 23, 2019 **Time:** 5:30 PM - 8:00 PM **Location:** South Regional/Broward College Library Auditorium 7300 Pines Boulevard Pembroke Pines, FL 33024

NAME	ADDRESS	CITY	EMAIL	ORGANIZATION	SIGNATURE
Wayman Luy Mico SRAL	856 Sunflower Circle 601 SW 77 Way 33023	Weston FL 33091	alfred@wayman.net micoe@sunflower.com	Wayman Doris's Canine	W. Luy
Kimberly Salabie	7561 Pullmore St 33024	Hollywood	ksalabie@yahoo.com	995	Kimberly Salabie
JERI LYNN STETZ	2035 VENTNOR H 33442	DEERFIELD BEACH	JERILYNNSTETZ@YAHOO.COM	FLORIDA AERO CLUB	Jeri Lynn Stetz
Renee L. Swcency	2654 NASSAU DR 33023	Miamar	RS15431@gmail.com	BCA D	Renee L. Swcency
Pablo Agornoz	101 SW 77th Way P	Remproke Pms	Pabloroz@broward.org		Pablo Agornoz