

AIRPORT TOWN HALL MINUTES

MINUTES

BROWARD COUNTY

AIRPORT EXPANSION INFORMATION SESSION

February 18, 2015

A meeting was held at the Greater Fort Lauderdale/Broward County Convention Center Palm Room, 1950 Eisenhower Boulevard, Fort Lauderdale, Florida, at 6:00 p.m. on Thursday, February 18, 2015.

(The following is a near-verbatim transcript of the open portion of the meeting.)

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AGENDA ITEM 1 - WELCOME - BROWARD COUNTY MAYOR TIM RYAN

MAYOR RYAN: Good evening. Welcome to the airport expansion information session.

My name is Tim Ryan. I'm a Broward County Commissioner. I represent the areas that are to the north, the south, the east, the west of the airport.

And we're going to have an interesting discussion and, hopefully, a comprehensive dialog and discussion about issues that are important with regard to the airport expansion.

AGENDA ITEM 2 - INTRODUCTION OF OTHER OFFICIALS - MAYOR TIM RYAN

MAYOR RYAN: We have a number of elected officials that are here. When I call your name, if you would just stand and be recognized.

We have the Mayor of Dania Beach, Marco Salvino.
(Applause.)

MAYOR RYAN: We have Commissioner Bobby Grace.
(Applause.)

MAYOR RYAN: We have Dania Beach Commissioner Walter Duke.

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(Applause.)

MAYOR RYAN: We have Davie Town Councilman Brian Caletka.

(Applause.)

MAYOR RYAN: All right. If any elected officials have arrived and have not signed in, please do so, and we'll recognize you during the course of the session.

What we're going to do is have a PowerPoint presentation by the Broward County Aviation Director, Kent George. And it will be a discussion with regard to the noise mitigation program, the conveyance and release, the sales assistance program, the ongoing construction activities at the airport, and a specific reference to what has been going on and what we anticipate we'll be able to do over the Trail's End Mobile Home Park which is immediately east of the Melaleuca neighborhood.

Everybody who wishes to speak, after the PowerPoint presentation, all members of the public will be given an opportunity to speak.

In order to -- to be recognized to speak, you'll

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have to sign up with a speaker's card.

You will be provided two minutes to speak.

We already have, I believe, over 70 persons that are asking to speak, so if you choose to speak, please sign up as quickly as possible.

Because of the -- the large crowd, it's taken a while to have everybody park and get in, so, for that reason, I apologize that we started fifteen minutes late, but we wanted to try to accommodate persons that were having difficulty parking and getting into the meeting.

If your question is -- when you get up, during your comments if you have a question and it's a general question, at the end of all of the public comment we will try to answer those general questions between myself and the Aviation Director. And if -- if the Mayor of Dania Beach wishes to engage, he may also during that discussion period.

If your question is a particular question to your property, we will have representatives of the Aviation Department that will take down the information with

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regard to your question, your name and contact information, and then the Aviation Department will contact you as quickly as possible based upon the volume of specific questions and our -- our staffing ability.

We will get back to you on any question that you have with regard to your individual property.

When you leave, if you will get -- if you -- the parking is free. The parking's been comped, so when you leave, if you will take a parking voucher so that you do not have to pay any parking fee when you leave at the end of the presentation or when you ever -- whenever you choose to leave.

All right. So, with that, we will also have this -- this meeting is being videotaped, and it'll be available on the Aviation Department website, and the minutes of this meeting will be available in approximately one week.

AGENDA ITEM 3 - AIRPORT PRESENTATION - KENT GEORGE,

AIRPORT DIRECTOR

MAYOR RYAN: All right. With that, I'm going to ask that our Aviation Director, Mr. Kent George, come up and

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give us a comprehensive presentation on where we are on the airport expansion.

MR. GEORGE: Where's the clicker? Okay.

Good evening. My name's Kent George. I'm the Director of Aviation at the Fort Lauderdale-Hollywood International Airport.

And I thought what we would do tonight is go over the program and start looking at where we've been, where we are, and where we're going.

And this is a short outline of what we're going to go over.

Now, this presentation is available to anybody who wants a copy of it. It's also going to be on our website. You do not want us to -- to try to email it to you, because it will crash your computer. But we will have some memory sticks available. If you want it, just let us know afterwards, and we'll try to get that to you.

In 2007, the County was approached and worked with Dania Beach in putting together a program that was going to be considered for the environmental impact statement.

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Those are the seven things that were asked for in that program. Very clearly, with -- they want the unrestrained contours, establish mitigation areas based on neighborhoods, voluntary acquisition of mobile home parks, soundproofing and easements, purchase assurance and sales guarantee, voluntary acquisition existing residential zoned vacant parcels, and provide noise mitigation in excess of minimum federal standards.

In 2008, the EIS was submitted to the FAA and that was in June. In December, they came out and they had got really six of the seven; unrestrained contours, establish mitigation areas based on neighborhoods, voluntary sound insulation, voluntary acquisition, and voluntary sales assistance/purchase assurance.

And the one that's not listed on there is more than what the federal regulations call for. And we got a very good program through there.

This is the contours, and this is the area that shows the 65 noise contour, DNL, that goes out to this area.

The areas in yellow are what are being mitigated,

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and those three areas, I -- in case you can't see them, there they are right there. And that's the 65 day/night noise level on the new South Runway.

You're going to see this print again later on when we start talking about departures and so forth.

So as we go forward, we go -- in 2010, there's two things that happened. We worked concurrently with the noise mitigation program which was coordinated with Dania Beach, and then also the sound insulation program and the pilot program.

So I'm going to first start talking about the mitigation program. We received and we sent to the City of Dania Beach a proposed noise mitigation program.

They went through the program, returned it to us.

We then incorporated that and then the Board again directed us to go out to a number of different meetings across the County.

And we did that, and those are the dates of the meetings and so forth.

In March 2009, we also concurrently -- there was a workshop on sound insulation pilot program. What we

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wanted to do is pick 50 homes in the program, the noisiest area, evaluate those homes, and then provide that information to help put together the noise mitigation program.

In 2009, we forwarded the pilot program agreement, which was an agreement as to participation in the program, to Dania Beach. Dania Beach reviewed it, got it back to us, and in September 2009, we received the comments from Dania Beach.

The Board approved the sound insulation program homeowners' agreement, and in February, we invited the first 50 homeowners in Groups A and B.

Forty-eight participated out of the 50.

Board approved an additional 80 homes in Group C for sound insulation.

And then in December 2011, the pilot program was completed with the 48 homes, and that input was put in -
- in the noise mitigation program.

January 2012, we asked for more residents to come in in Group C.

Group D was in August of '12.

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November of '12 was Group E.

In December, the Board awarded bids for Group C.

As we went through there, in February 2013, FAA came back to us and said air conditioning is not eligible. And that's how -- that's after we'd already done the pilot program.

And as you'll see in here, it took 15 months until we finally got the FAA to agree that it was eligible.

It was only made eligible for Fort Lauderdale-Hollywood International Airport, no other airport in the country.

And we then went forward and we also had some problems with boundary surveys and variances for air conditioning.

And Mark Leferriere and Bob Baldwin worked with us to, one, get the boundary surveys done, get a variance completed, and we got to move forward with that impediment as we were trying to get things completed.

I'm going to say this name throughout here a number of times is Anne Castro was being very vigilant and working very hard at trying to keep the County in line

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and accountable for all of these things. And she has been very, very involved in all of this.

So we were going forward, and we went to Groups F and G, and then we went to H.

And then Group D, we were put on hold, all of those, because we couldn't put air conditioners in. And why the FAA did that, we don't know. But in their regulations, they don't include air conditioning. And I don't know how anybody can consider not putting in air conditioning in south Florida. We just can't figure that out.

But we went ahead and we worked with them. And we met with the FAA in December, and then in February '14, they said it's still not eligible.

And we kept on going forward and then finally in April of '14, they agreed the air conditioning systems would be eligible.

We went forward with an invitation again to the Group J, and then we were handed another curve.

FEMA came out in August of 2014 with new flood maps. And under Dania Beach's zoning requirements,

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which are very adequate, you couldn't get a building permit.

Well, immediately Bob Baldwin and especially Mark Leferriere began working with us, and, as you can see, about 275 homes were affected in the entire area of the noise program.

We had to cancel bids E, F, and H due to the FEMA regulations, because we couldn't get building permits.

And in November, construction in progress on Group D, we just kept on moving with that.

In December, the FAA then came back and said, oh, by the way, we want you to change the way you test, and also we want you to give a full, on every single home, layout of AC, electrical, and duct work, whether it's eligible or not, and give us the justification.

So, again, the FAA, you know, required us to do some more things in the middle.

Groups K and L were issued. A 250 homes procurement advertising was revised due to the FEMA regulations.

And then compliance with the testing program and

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the new things that the FAA brought with electricity and the duct work were completed in 2015.

And what I wanted to show you here is the process that we have to follow to get one of these from the start with a home all the way to a finish when we're completed.

And here's a little bit better. It takes between 13 and 18 months to get it from the time we start to the time we get done.

MAYOR RYAN: Go ahead and keep going through the steps.

MR. GEORGE: Yeah. So we go through the property owner. The property owner is given the agreement, asked if they want to go in. They're given 30 days to be able to accept the agreement.

Then we get done with the agreement and then we go into the next step, which we go into some design. Then there's 30 days if they're okay with the design.

Then we go another, picking materials.

Then we have to go ahead and put it in the specifications, go out to bid.

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And we go through the bid process and then contractor selection, pre-construction, then construction, and then it's -- then it's done, with inspecting by not only our folks, but Dania Beach's Building Codes Enforcement group is involved in that.

So as we went forward, what I wanted to show you here is where we are right now.

Of the 275 homes affected by FEMA, we are now down to only 12 that wouldn't be eligible.

Of those 12, we are still trying to get them in, and we are working -- Mark has talked with FEMA. We've talked with FEMA. We're trying to get those 12 in into the program.

Quick addition, in 2015, we're going to have 399 homes that are going to be out to bid and in the process.

2016, 462 more.

And that's where we are in the program right now.

So we also, while we're going through the process, we went into mobile homes. And if you remember in the EIS it said mobile homes would be on a voluntary

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acquisition.

In September 2013, Sheldon Mobile Home Park declined, and Ocean Waterway did in December of '13. They were not interested in the program at all.

So now what's next in the program? The next thing that's in the program is voluntary assistance and conveyance and release.

And we have to go back to the interlocal agreement. And there was a 1995 interlocal agreement that was entered into between Broward County and Dania Beach.

And in that interlocal agreement, there were specific things that needed to be accomplished that they asked for and they went through.

And one of the things that there was a lawsuit on it, and the judge ordered us to begin mediation.

Well, Anne was the -- Castro was the primary person on that, and Neal McAliley the attorney for the -- the -- Dania Beach. And we started on the -- the -- the negotiations.

Well, in the original program, you saw that for sound insulation and avigation easements, the County

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heard from the owners in Dania Beach indicating they did not want to give avigation easements.

And so the Commission agreed with that, and one of only two airports that I know in the country that did not trade an avigation easement for the sound insulation.

So we tried to come up with what we called is an early benefit program, which is a one-time payment to everybody based on a -- a formula.

The FAA would not accept that, as you can see through here. They denied the early benefit.

So a bunch of us went to Washington in May of 2012, and then in June 2012, after they turned down the early benefit program, says you can't do it.

But we came up with the conveyance and release program. And they said the only way you can do that is you -- you quantitatively come up with the value that your home was reduced because of the airport.

And so, in conjunction with the FAA, Dania Beach and BCAD, Broward County Aviation Department, a fellow by the name of Randy Bell was -- was -- was hired. And

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he is an expert in -- in this area.

And he came out to the airport and over from July of 2012 to August 2013, came up with a program and got valuation of how we -- we determine what kind of payment you would be eligible for once your house is compatible.

And I'm going to go into that in just a second, exactly how that occurs.

The FAA in June of 2014 approved the sales assistance and CAR program. The Board -- this is the Broward County Commission -- went forward in June of 2014, did a request for proposals. We approved the ranking and, as we say in the end, we intend to start the sales assistance and CAR program in April of this year.

Now, only homes in the 65 and above DNL are eligible for the sales assistance or CAR program.

And the home must be constructed prior to December 2008, or owned before November 2013.

Those are FAA rules. That's what they told us that we would have to follow.

And then the -- the home must have an interior

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noise level of less than 45 DNL. There are some homes out there that have -- about 200 homes that have a sound insulation, sound level less than 45.

And then, if you're above 45, that's when you're eligible for the sound insulation program, which we talked about earlier.

So after your home becomes compatible, that's when you do the sound insulation program or you're below 45 DNL, the home is appraised by the County-approved independent appraisers.

So now you say the County-approved independent appraisers. Well, what has happened is we have agreed, and Dania Beach has in -- been involved in it, and we have four appraisers that have been approved by the County and also approved by Dania Beach to do this program.

Those four people will provide an appraisal. The appraiser will then go to a review appraisal, and that person will then establish the fair market value and they're in agreement on that.

The fair market value is then the house is put on

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the market for the fair market value. And if the home does not sell over a specific period of time, the home price is reduced, and the County will contribute up to 25 percent of the value.

I'm going to give you an example in just a second.

And then when we get to the end, the County pays the closing costs and reduced value up to 25 percent.

So, for example, if your house is worth \$100,000 --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. GEORGE: -- you put it up for sale -- ladies and gentlemen, I'm using this as an example. Okay?

MAYOR RYAN: Let me speak for a minute. I did mention this in the beginning, but because we have such a large crowd here, we're going to need to respect all of the speakers.

So if there's something that you disagree with from the Aviation Director or any other speaker, you have the opportunity to come up and speak for two minutes.

But we're going to ask that everybody respect everyone else in the room. That way, this large crowd with -- I believe we have about, what, a hundred

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speakers now --

MS. SAUCEDO: Yes.

MAYOR RYAN: -- and so if everybody's given two minutes, we'll be here for a couple of hours to listen to the speakers. So we need to show them respect so that everybody can be heard.

Also, the Fire Marshal notifies me that we have to keep the door entranceways open and clear. So if you're standing in front of the entranceways, you'll need to clear them in accordance with our fire regulations.

Thank you.

MR. GEORGE: So I was going on an example for easy math. A hundred thousand dollars and you sell the home for a hundred thousand dollars, we pay for the closing costs.

But let's say you sell the home for \$80,000. It's been on the market for 90 days. The price has been reduced. It sells for \$80,000. The airport, the County, will pay \$20,000, bringing it up to a hundred, and pay the closing costs.

If the house sells, for example, for \$70,000, the

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house -- the airport will pay \$25,000 towards that, plus the closing costs.

So that's how that program works. It's all voluntary.

Secondly is the CAR. Again, the home is appraised. Now, this is where -- this is a payment -- the CAR is conveyance and release, which is essentially an avigation easement.

On the other home, we put an avigation easement on it when we sell it under sales assistance.

Under this one, if your home was compatible -- there's been a little over 200 of them -- you get 21.9 percent of the value, the appraised value of the home.

If your home was in the sound program and was mitigated, you get 14.4 percent of the value in exchange for a conveyance and release.

That program is going to start in April, and it's going to start from the, of course, the noisiest and work its way out like we're doing on everything else.

There were legal discussions as we went through here. There were three of them.

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The first one was the adoption of the South Runway configuration.

The second one concerned the interlocal. And that was -- we're going to talk some more about that.

And the third one was the Army Corps of Engineers.

But the original interlocal agreement was entered into in 1995. And in October of 2011, we entered into an interim agreement. And that's the one that Anne and Neal McAliley worked on.

We got that together, and the FAA did not go forward with the early benefit program or the sale of Lots 7 and 8.

So Dania Beach rejected that agreement.

We then went back into negotiations a number of months later, and the 2013 agreement went into existence.

And the interlocal, it was done as a -- again, November 2013, and it contained a voluntary use of operational restrictions on the South Runway, and that's what it -- it included.

Now, again we're back to that map. And that map

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shows the different areas of the contours, the affected areas, and this is what was published in the Environmental Impact Statement Record of Decision back in 2008.

Now, as we went through this, those contours were not only established on the operation of an unconstrained runway, which meant that it operated 24 hours a day, 7 days a week, but it also included departure and arrival procedures that were laid out in the interlocal -- excuse me, in the EIS.

And as we went through that review, those contours -- and I'm going to show you some different ones, and I'm going to talk to you for a second about who's responsible for what.

When it comes to the noise mitigation program and implementation and -- and working on it, the County's responsible for that.

When it comes to aircraft flight and air traffic control, the FAA is responsible for that.

And what happens with that is that when an aircraft gets on a taxiway and has positive control from the FAA

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control tower until the aircraft takes off, they are under control of the FAA.

When the aircraft lands and then gets off the taxiway onto an uncontrolled area, that's when the airport takes over again.

So all the arrivals and departure routes of these - - to the runways and so forth are controlled and operated by the FAA.

Now, the other thing is is the pilot. As the pilot in command, whoever he or she might be, has the opportunity and the responsibility to always fly the aircraft or -- as he or she sees fit.

And I'm going to show you some things that -- this is, on the left-hand side, a page out of the EIS. And these are the departure routes that were reviewed and utilized in the EIS that was done in 2008.

So what we did is we took one day in December, on a peak day, and this is going eastbound. 80 percent of our traffic goes eastbound. The other 20 percent goes westbound throughout the year. This is the time of year that you're going westbound on take -- taking off,

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because of the weather.

But what you see here is a lot of the traffic going this way is turning pretty quickly. No more do they go straight out either way, because they have to keep a separation for safety purposes.

And so when you see aircraft going out, one set follow one route, and one set follow the other route until they got on to their -- their -- their paths as they go out over the ocean.

Conversely, going westbound, these are the routes that were set up to go westbound. And, as you can see in the colors there, they're getting off the ground and turning a little bit sooner.

So we've gone to the FAA -- and, again, these are routes that were established in the EIS Record of Decision. So we've gone to the FAA and said we've gotten a number of complaints and calls from people saying aircraft are coming over our home that never came over our home again.

And we went -- and the FAA started looking at this, and this isn't something that happens, we agree today

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and then tomorrow it's done. What has happened is that when this all started back in 2000 and 2002 and '03, aircraft performance was a little bit different than it is today.

These aircraft are getting off the ground a little bit sooner, and as soon as they get off the ground, they're starting to take -- doing their turns.

So what the FAA has indicated to us that they're going to ask pilots to do, and they're getting this cleared through the -- the region and up into Washington, is that they fly a heading, not take a turn until they hit an airport -- the airport boundary or the ocean or a specific altitude, and then do their turns.

Secondly, we can -- we can work with the FAA about trying to move the -- the pattern a little bit south or a little bit north, and we're going to be looking at that.

And we're trying to address these things, but the best way to address this thing as we go forward is in a Part 150 Study.

And that's Federal Aviation Regulation Part 150,

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which is an evaluation of noise programs, approaches to the airport and the runways, and so forth.

In agreement with Dania Beach, that study was not to start until 18 months after the runway opened. And that will be February of '16 when we get ready to start on that runway. And -- I mean, on that program and the new Part 150.

There will be multiple, multiple meetings and opportunities to be able to meet with the consultants.

And, by the way, just like the environmental impact statement, you must use a consultant that is approved by the FAA and is controlled by the FAA. It's not controlled by Broward County. There's very set procedures you have to follow when you go through this.

So then what happens is the -- the study will be conducted, and everybody will be able to have some say in it.

The -- again, we're anticipating implementation of the voluntary sales assistance program, and our goal is -- and that's where I showed you for the next two years we're going to hit 400 homes per year.

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We do not want to, and the people that have -- the hundred and I don't know how many that have had the opportunity to be sound insulation, I'm happy to say we've had very, very, very few complaints from the home -- homeowners on the quality of the work, the quality of the materials, and so forth.

So we want that to continue.

Again, this is going to be on our website, and it's going to be available.

There's one other thing that I wanted to hit before I got off here, and there's not a slide on it.

Recently, we had a contractor that worked for the airport move some material onto Trail's End. And that material included some non-friable asbestos, and there were trace amounts of it.

The airport, to the tune of about six to \$7,000,000, is removing all of that material from that location.

We're the ones that found it. We're the ones that called DEP. Broward County found it. Broward County called DEP. And we're following DEP's requirements.

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That will be completed by the end of next week.

Now, Mayor Ryan and Dania Beach's Mayor Salvino has been -- called me on numerous occasions. I can't tell you how many times Mayor Ryan's called me. And we did not have a location to move this facility to until this week.

And what we've discovered is with the completion of the runway and almost completion of the east side of Terminal 4, that crushing unit and all those equipment are going to move from there and move over to the terminal building area probably in about three weeks to a month. No more work's going to be done there, but it can't move until over there.

However, what we will also do, though, and I want to let you know that one the things that the airport is very starved on, and that's land. We are -- have every single terminal building under construction.

Terminal 1 and Terminal 4 are going to require laydown areas and can -- contractor areas.

We're going to use Trail's End to put about, I don't -- I don't know how many trailers there, but

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there'll be construction trailers there. And it'll be a laydown area for steel and materials and stuff.

There'll be no processing. There'll be no grinding. There'll be nothing else done on that line.

And that will then take effect until it's done at the end of about 2017.

But it will not be the processing of materials anymore. We were able to move that. And, Mayor and Mayor, we just finished that this afternoon. So that's where we are.

So that's what I have. Thank you very much.

(Applause.)

AGENDA ITEM 4 - QUESTION AND ANSWER PERIOD - PUBLIC

ATTENDEES

MAYOR RYAN: We're going to begin the public comment period.

How many cards do we have total?

MS. SAUCEDO: We have 90.

MAYOR RYAN: Okay. We currently have 90 speakers.

What I would like to do is I'm going to call the speakers three at a time, and then if you'll come

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forward and speak for two minutes.

Please, at the end of the two minutes, when you're notified that your time has ended, please respect the time of others so that all 90 speakers will be able to have their opportunity to present comments.

After the comment period, as I said, just to repeat it, if there are general questions that are presented by our speakers, then the Aviation Director and myself will answer those questions as best as possible this evening.

If they are specific questions, then there are numerous employees of the aviation department that will be able to take down your name and contact information and respond in the next several days.

All right. Our first three speakers, and if you'll come forward and sit at the table, are George Jason, Christine Douglas --

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: Oh, okay. I'm sorry. Mr. -- George, would you go ahead and speak from that microphone, sir?

And our -- our second speaker will be Christine Douglas, and our third will be Steven Casper.

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Mr. Jason, you're recognized.

MR. JASON: I'm -- under mitigation. I don't exist. And so I don't get any of the benefits, but I'm still getting airplanes over my house.

I have a written statement that I'm going to read at this point.

My home is directly under the south -- the new South Runway flight path. As a matter of fact, there is an airport sound monitoring microphone directly across the street from my driveway.

At this time, my home is not in any of the sound contours. They end just east of me, across the street from my home.

When the planes are landing, they create a sonic boom sound, as if I'm sitting on -- if I'm sitting on my front porch where they enter the airspace and create this -- this sound just east of my roof.

Some of the lower planes even rattle my windows.

Most of the commercial flights are only two engines. But when the airport closes that north runway for repairs and maintenance and the larger planes are

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forced to use our South Runway, I fear that my home is in -- and our Davis area, Davis Isles area will be overwhelmed with noise, vibration, and who knows what else.

I hope that when you do your sound study you will do it when it's being bombarded with all the flights and not -- not just ours on the regular schedule.

We ask and need your help.

(Applause.)

MAYOR RYAN: Our next speaker is Christine Douglas, followed --

MS. DOUGLAS: Christine Douglas from Davis Isles. I live in the same neighborhood as George Jason.

I speak for myself and my family and for many people in our neighborhood that we do have a lot of noise in our neighborhood, and you're going to hear this probably from everybody tonight.

We are not in the area for noise reduction. I think that it would be nice if we could be included into that area for noise reduction, along with areas further west of us, because the planes are loud. You cannot

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hear your TV, your telephone when the windows are open in this nice weather that we have in south Florida.

So I truly believe that if things are supposed to be done and can be done, they will be done.

And I really, really, really hope that all the officials, everybody that's involved with all these plans can please take consideration of all of us further west of I-95.

We really need your help. We really need your support.

And the air noise doesn't stop. It continues to go. So please do what you can to help us out.

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Our next speaker is Steven Casper, and he'll be followed by Bruce Hannover, who will be followed by Davie Councilman Brian Caletka.

MR. CASPER: Good evening, Mayor. Steve Casper, 991 Nautilus Isle, Dania Beach.

I'm going to be real short, so my time, somebody

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else can use it. It's got -- it has a bad experience.

With S&L, I had a fantastic experience. They started January 6th, and within the two week period, they were completed. My house has been soundproofed.

I have a -- a few small issues that Della and Phil, the project manager's helping me with.

But, overall, if you all get S&L and you get the people I mentioned, Della, and if you get Phil, who's the project manager, it'll be a very good experience.

I feel so sorry for some of the people I spoke with here tonight that haven't had the experience that we've had. We've been in Dania 53 years, my family built that house, and we intend to stay. And hopefully we'll be able to get that 14.4 percent.

But, Mayor, thank you so much for your assistance and leading our County and representing Dania Beach. I know your father very well, God rest his soul. And he'll be very proud of you.

MAYOR RYAN: Thank you.

MR. CASPER: Thank you.

MAYOR RYAN: All right. Our next --

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(Applause.)

MAYOR RYAN: -- our next speaker is Bruce Hannover, followed by City Councilman Brian Caletka, followed by Stewart Levy.

MR. HANNOVER: Good evening, Mayor Ryan. I live in the northeast section of Dania Beach, behind and east of Jai Alai.

The expanded elevated runway has opened. It comes as no surprise to anyone that our lives have been altered.

What is upsetting, however, is the extent to which our peaceful existence has been shattered. It is no longer possible to have a conversation on our back patio. We must stop our discussions and wait for the offending aircraft to take off and clear our borders.

BCAD had proposed noise levels much lower than the 93 decibel peak levels we are experiencing.

(Applause.)

MR. HANNOVER: Reports that we received at the Airport Advisory Board in the City of Dania Beach indicated that 1868 residences are slated to be treated

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for noise reduction, not the 1700 that was shown tonight.

As of January, less than 200 of the homes have been mitigated.

My particular house is 1,029 on the list of 1868 to be dealt with.

The mitigation office says that we will be contacted for our preliminary contact sometime after the first of the year.

Well, it hasn't happened, and apparently it's not going to happen any time soon.

In 2014, BCAD held a meeting for contractors at the Dania Beach City Commission chambers who wanted to work on the noise mitigation program. Well over 100 contractors were in attendance at that meeting, along with an experienced expert from Rhode Island who was supposed to supervise the actual contracting of the subcontractors.

Where are all these contractors and the experienced pro who was going to supervise this project?

Bidding these residences out in groups of 100 and

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then waiting for the winning contractor to bid that out to subcontractors is just taking too much time and is woefully inefficient.

MAYOR RYAN: Thank you, Mr. Hannover.

(Applause.)

MR. HANNOVER: Thank you.

MAYOR RYAN: Next speaker is City Councilman Brian Caletka, followed by Stewart Levy, followed by attorney Neal McAliley.

COUNCILMAN CALETKA: Thank you, Honorable Mayor.

I am Davie Councilman Brian Caletka, and I'm here tonight on behalf of the entire Davie Council. They could not make it; they're in session right now.

I am also representing the numerous Davie residents who have called, emailed, and texted their frustration regarding the dramatic increase in airport noise associated with the opening of the South Runway.

And the Town of Davie is respectfully asking that you restrict flight times for the South Runway between the hours of 10:00 p.m. and 7:00 a.m. while not increasing --

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(Applause.)

COUNCILMAN CALETKA: -- the flight traffic -- while not increasing the flight traffic to the north runway.

When eastbound landings are necessary, the turn for the approach should occur outside the residential jurisdictions and at a higher altitude.

Establish a fine for planes that emit higher engine noise decibel levels that exceed acceptable thresholds.

(Applause.)

COUNCILMAN CALETKA: Offer acoustical testing to residents in Davie located within the runway path.

Qualifying homes should be eligible for noise mitigation funds to ensure the decibel rate -- rates remain below 65 DNL.

Implement a Fort Lauderdale Airport Quieter Skies program, and implement fines for exceeding the established DNL levels.

We ask that the fines be levied to the Town, who will establish a grant program for the affected residents.

I am aware that Judy Paul, the Mayor of Davie, has

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authored a letter to you, Mayor Ryan, on behalf of the numerous residents of Davie.

She has requested that I remind you that Davie is an equestrian community, and the evaluation of farm animals has showed their increasing signs of stress.

Lastly --

(Applause.)

COUNCILMAN CALETKA: -- there are numerous complaints regarding what is described as an oily substances on cars and rooftops.

(Applause.)

COUNCILMAN CALETKA: And we request that it be investigated and that the findings are shared with the town.

Thank you for your time.

MAYOR RYAN: All right. Thank you.

(Applause.)

COUNCILMAN CALETKA: Thank you.

MAYOR RYAN: In order -- in order to allot each speaker her or his full two minutes, please do not interrupt with applause or any other noises so that they

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can get through their two minutes. And then you can applaud afterwards if you agree with the remarks.

But I want to afford the full two minutes to each of our speakers.

Is Stewart Levy, did he come up?

Mr. McAliley.

MR. MCALILEY: Thank you, Mr. Mayor.

First of all, I -- I want to say thank you to you personally for holding this -- this session. It's my understanding you're the reason why the -- the County is meeting with all the residents. And I know that people from Dania Beach asked you to do this, and I just wanted to say thank you for that.

You know, Mr. Mayor, I just want to focus on the asbestos issue. I don't think the people are getting all the facts. I have a few questions.

The city found out about this a month ago, has asked for information from the County, and got fairly little.

I did a public records request to the County to get more information, and this is what I learned.

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There was 50,000 -- I'm sorry, 50,000 cubic yards of asbestos-containing material that was put in the Trail's End site. The contractor was crushing concrete and otherwise sifting the rock. There was a lot of dust going onto a neighborhood immediately next door.

This material was put there between February and July of last year.

On August 1st, the County learned there was asbestos in this material at the place where it was being excavated at the airport.

To its credit, the County stopped the excavation and stopped sending additional material to Trail's End, and started looking for money to try to properly dispose of it, which is its responsibility as a property owner.

However, the County didn't take any steps to go out and look at the material that was already taken to Trail's End until sometime in January.

It was obvious as of August that the material already taken from the excavation site at Terminal 4 likely had asbestos in it, but the County didn't go out and look for this until January, frankly, when the city

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found out about this and raised it with the Sun Sentinel, and suddenly the gears started to move.

At this point, I recognize that the County is trying to remove this -- material. Good for the County for doing that.

But I have some questions, and I'm making this fit in -- into two minutes.

Number one, can the County provide assurances that there has never been a health hazard to all those people living right next door to this, breathing the dust from the site?

Number two, why did it take six months for the County to actually start to remove this material?

Number three, why did it take six months for the County to go and test the material at Trail's End to make sure it wouldn't be a problem?

And, lastly, was this material being crushed and sifted on the Trail's End site, especially after August 1st, when the County knew that there was asbestos likely in the 50,000 cubic yards of this? Because that is what makes asbestos dangerous, when you crush it and it

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becomes airborne.

There's a lot of questions. I heard what Mr. George had to say, but there's a lot more questions that need to be answered.

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Our next -- our next three speakers will be Marilyn Mammano, Mark Ross, and Carole Bergeron.

MS. MAMMANO: Good evening, Mayor Ryan. My name is Marilyn Mammano. I'm the president of the Harbordale Civic Association of Fort Lauderdale.

This is my first airport meeting, and my heart goes out to all of you people who have been doing this for ten years.

But I want you to know that the operation of the airport, post the completion of the South Runway, has brought an incredible amount of misery to our neighborhoods. I can tell you that it sounds like the Fort Lauderdale Air Show in my neighborhood. When I'm out by the pool, and even when I'm in the house, it's

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just like the jets are coming across the top of my house with the new operation of the South Runway.

I don't see why we have to wait 18 months to do a noise mitigation study. We all know the problem. The problem is that the planes are banking and turning too soon. That's the bottom line. So I don't know why we need another study to tell us what we already know.

I think we should accelerate this noise mitigation study, and I think we should do everything possible to make sure that the pilots are operating in the best interest of the communities that they're flying over, not in the saving of fuels for the airlines.

So I think you for starting this conversation, and I want you to know that now that you've got all the people in the south of the run -- runways mad at you, you're probably going to have all the people north of the runways mad at you, as well, unless we get a handle on this operation.

And it's possible. It can be done. But it requires a commitment on the part of the County, the airport, and the FAA to make the changes that are

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necessary to operate in a manner which does not unnecessarily impact the neighborhoods that they fly over.

Thank you very much.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Our next speaker is Mark Ross, followed by Carol Bergeron, followed by Eric Rheault.

MR. ROSS: Yes, I started in 1990, I was building my house on the Dania Cutoff Canal at the same time the County Commissioners, with a group of approximately as many people as here tonight, and -- and voted and was crying no airport, no airport.

At that time, Scott Cowan and some other Commissioners, and most of the -- all of the Commissioners, obviously, voted for an airport expansion.

Twenty-five years later, my children are raised, I'm retiring, and I'm sitting in my back yard on the Dania Cutoff Canal, and I can't hear a damned thing. I can't -- thanks -- this is Thanksgiving Day. You can

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see -- I wish everybody could see it. Basically, know what it is anyways.

Twelve noon to 4:00 o'clock, my house is in the red. We have flights -- everybody knows that we have flights from the North Runway coming across us and the South Runway.

And it -- this is at dinnertime. I couldn't say the Lord's prayer.

This is terrible. I live -- I don't live in an igloo cooler in Nome, Alaska. I live in Fort Lauderdale, South Fork and New River.

How you can do this or expect all these people to live through this, I mean, you're lucky there are good, honest people in this country or you wouldn't be here. (Applause.)

MR. ROSS: That's -- I've got flights coming from the North Runway, multiple flights, multiple flights over my house until 8:00 o'clock at night Thanksgiving evening. And this is nothing any different than it is every day.

My wife, we have a horse in Davie. She fell off

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her horse a year ago and it -- she's taking anti-seizure pills. We just can't stand the noise. I'm going to have to leave. I can't stand -- I'm not going to be live there. I've got to sell my house, and I've got to move now. And I want to get the right price for it, what it's worth, up in Fort Lauderdale somewhere where I'm not under an airport.

And I want some help from you people.

UNIDENTIFIED SPEAKER: Yes.

UNIDENTIFIED SPEAKER: Yeah.

(Applause.)

MAYOR RYAN: Our next speaker is Carol Bergeron, followed by Eric Rheault, followed by Madeline LePage.

MS. BERGERON: Good afternoon. I live in the Ocean Waterway Mobile Home Park, which is directly across the street from Melaleuca Garden. We are 269 mobile home with Canadian-American citizen who pay taxes to the County.

Presently, we have 47 houses who are in the 65 DNL.

Just the fact that the low offer was made to the land owner, we -- we own/lease, the offer was never made

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to the resident of Ocean Waterway.

Does that make the -- the FAA responsibility less toward the health and our well-being of the elderly and the people who live there?

What my question is, can the County tell me why we have been in your -- why we are daily subject to air noise pollution and maybe asbestos, and also why are we getting discriminated against, especially the 47 houses which are in the 65 DNL? Shouldn't we be treated like our neighbors, Melaleuca Gardens?

Nobody approach us, nobody say anything. What are we supposed to do?

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Next speaker is Eric Rheault, followed by Madeline LePage, followed by Doug Dyszer.

MR. RHEAULT: My name is Eric Rheault. I'm going to keep this short.

My one question that I have, everyone's been talking about the noise, and I agree, the noise is

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abhorrent.

Health. What type of health studies have been conducted associated with the increased air traffic over homes, and who has looked into this?

Because it's not just a matter of the noise and the associated tinnitus that you can get, the ringing in your ears, which I've had since November. There is also issues with respiratory system and stress.

And what are we -- what actions are we taking as a community to look out for each other's health? And I just want everyone here to think about that.

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Next speaker is Madeline LePage, followed by Doug Dyszer, followed by Alexandra Bloir.

MS. LEPAGE: Yes, Mr. Mayor, Madeline LePage from Ocean Waterway Park.

My question is since we have 47 homes in our park which are under the 65 DNL, how could we go about to obtain a noise monitor for our park?

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That is my question.

MAYOR RYAN: Thank you.

All right. Our next speaker is Doug Dyszer, followed by Alexandra Bloir, followed by John Jazlowski.

MR. DYSZER: I'm glad to be here. I didn't realized that there were that many problems to all these people until we have a meeting. It's really distressing, and I'm -- I'm wondering if it might be helpful if we got organized as a group of citizens and formed our own group to maybe get an attorney --

UNIDENTIFIED SPEAKER: Yeah.

UNIDENTIFIED SPEAKERS: Yeah.

MR. DYSZER: -- to really --

(Applause.)

MR. DYSZER: -- get together and form maybe Dania Airport Citizens United LLC, and maybe we can come together and maybe push things along from our standpoint, rather than working with the County.

And we're working with the County, but we're at the lower end. We're -- like everything goes downhill.

And I -- I can't believe they opened the airport

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without the sound mitigation.

UNIDENTIFIED SPEAKER: Yeah.

(Applause.)

MR. DYSZER: Was this the way it was meant to be?
I think we should get landing fees --

(Laughter.)

MR. DYSZER: -- at least \$500 per -- per air -- per
landing.

Was this -- was this -- was this the way it was set
up originally, that they would just open the airport
without letting us get the insulation?

I have a tenant who has brain damage, and I have a
problem with that, and people are moving out of my -- my
apartments.

I also -- we should be able to get some real estate
tax relief. There was a letter that Jacques (ph.) put
together --

(Applause.)

MR. DYSZER: -- last week. Initially, Jacques, the
mitigation guy, I guess, what's her name, Lori Parrish,
says we get tax relief once we get the insulation. But

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maybe we should get it back from when the airport opens and give us landing fees.

And maybe we should call an attorney like Willie Gary or Donald Trump's attorney --

UNIDENTIFIED SPEAKER: Yes.

MR. DYSZER: -- John Marion. I think he might be able to maybe focus us a little bit better and get things going so we don't have to go through a lot of the bureaucratic stuff.

You guys are doing a great job, but it's taking too long, and the communication, I don't think -- I think could be a little bit better.

And I -- I'd like to know what happened to that master plan that the City of Dania Beach was going to put together when they were trying to convince us of this back in two years ago, all the shrubbery and all that stuff. Is that going to be done? I'd like to know about that.

MAYOR RYAN: Thank you, sir.

MR. DYSZER: All right. Thank you very much.

UNIDENTIFIED SPEAKER: Thank you.

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(Applause.)

MAYOR RYAN: Next speaker is Alexandra Bloir, followed by John Jazlowski, followed by Wesley Ruggles, Jr.

Ms. Bloir.

MS. BLOIR: Yes. We are constructing a -- a website. It's going to be www.noiseabate.org. It's under construction, so -- and we do have some lawyers, I believe, here tonight who are listening to all of this to see if there's anything further.

So if you'll write that down and just keep looking for it.

So, what I have to say is that I find it --

UNIDENTIFIED SPEAKER: Write it down? Can you say it again?

UNIDENTIFIED SPEAKER: What was it?

MS. BLOIR: Okay. www --

MAYOR RYAN: Get closer to the microphone.

MS. BLOIR: -- www.noiseabate.org. All one word, noiseabate.

There's going to be someone else later, also, with

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that website.

I would just like to say that I find it incredulous that I and all of our homeowners should have to wait two, three years down the road to get what has been deemed just and necessary to make our homes livable.

I don't understand why the airport was allowed to open before, as the gentleman just before me said, why weren't we made whole and complete with the noise reduction.

I have to go to work every morning. I work in a health care industry. I'm working with people that need me to be alert and aware, and I'm not getting that when I have a plane fly over my head at 12:00 and at 1:00 and at 2:00 and wakes me up at 5:00.

Second of all, I have had many companies come out to my house, give me quotes for just the windows and doors. I think it -- I should be allowed to have windows and doors put in. I pay for it up front, and when it comes time for me to have my windows and doors done, I submit my receipt and I get reimbursed.

(Applause.)

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MS. BLOIR: If you want to -- if you want to go ahead and put in new AC and redo my attic, that's fine, whatever money's left over from what I have spent on my own windows and doors.

But I need to have my peace and quiet now. Everyone knows that we need it. Therefore, we shouldn't be denied to have it.

MAYOR RYAN: Thank you, ma'am.

MS. BLOIR: Number two -- I --
(Applause.)

MS. BLOIR: -- I need one more second.

The runway, the North Runway is scheduled, I just learned this from a meeting that I went to a couple of months ago. The FAA said that the North Runway is going to be closed in 2016 for construction repairs.

No one -- I don't think many people know that, so that means the noise that we have going on right now on the South Runway will probably be doubled.

Number two, the FAA spokesperson at that meeting said there is no such thing as voluntary flights that don't fly in an international airport between the hours

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of 10:00 and 5:00 a.m. An international airport must be open 24/7.

So we --

MAYOR RYAN: Thank you --

MS. BLOIR: -- were told --

MAYOR RYAN: -- ma'am. Your time is --

MS. BLOIR: -- that we would be --

MAYOR RYAN: -- your -- your time is completed.

MS. BLOIR: -- able to have that.

(Applause.)

MR. JAZLOWSKI: You want to come back up here and take a minute of mine, go ahead.

UNIDENTIFIED SPEAKER: Go for it.

MR. JAZLOWSKI: Come on. Come on.

(Applause.)

MS. BLOIR: I just don't think that we are all being told everything. If I hadn't gone to that meeting, I would not have found out that it can't possibly be true that we don't have a plane to fly over our head between 10:00 and 5:00 because we're an international airport.

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And I don't believe people know that the North Runway is scheduled to be shut down and put in repairs.

That means the South will get many, many more planes flying.

(Applause.)

MR. JAZLOWSKI: Hi. We want to thank you for showing up here. We appreciate it.

But where's the FAA? The blame game is on the FAA why everything is delayed. No one from the federal government or the FAA is here today to answer, to listen to our complaints, and you, as the Mayor, and the Mayor of Dania are all blaming the FAA on the delays.

Where are they? Were they invited? Did they not show up?

We need to have a meeting with the FAA and find out what's going on with the planes over, what the times are, is what this lady before me said is true? Let them answer the questions, not you people, because it sounds like the FAA's controlling everything.

Thank you.

(Applause.)

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MAYOR RYAN: Our next speaker is Wesley Ruggles, Jr., followed by --

MR. RUGGLES: Mr. Mayor, I -- I am Wesley. I'd like to defer my time or yield my time, if I might tag it on at the end, please. May I do so?

MAYOR RYAN: I'll -- I'll have you speak at the end, if you choose to speak at the end.

MR. RUGGLES: Thank you very much.

MAYOR RYAN: Okay. Our next speaker is Brett Borges, followed by Harold Zombek, followed by Linda Arrigoni.

MR. BORGES: Hi, good evening, Mayor. My name is Brett Borges. I live at 5020 Southwest 30th Avenue in Fort Lauderdale, Florida -- Dania Beach, Florida. It's the Ravenswood Estates section. It's a mobile home park.

I really have a problem at 5:00 o'clock in the morning when these planes are taking off. I mean, this is -- my trailer is literally being shaken off of its foundation. I'm not lying. It -- it's -- this is just craziness that this is allowed, that there was no -- no

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planning for this.

I'm outside of the mitigation area.

I -- I don't know what to do, where to go. I'm trying to sell my house. I don't know what to do. And it's -- it's just -- I -- I can't stress how bad it is at 5:00 o'clock in the morning.

The County turned around and they put in listening stations in Griffin Park. The back of my house butts up to Griffin Park. Do they know that these decibels are that they are? I mean, the back of my house literally shakes me out of bed every morning at 5:00 o'clock in the morning. Nobody should have to subject to being forced to live like this.

I have a -- my mother that has emphysema. Now I'm concerned that the cars are covered with dust. Is this asbestos from the airport? Is this going to kill my mother? Is her death going to be on your hands?

I'm just upset, and I don't know where to go.

Thanks for your time.

(Applause.)

MAYOR RYAN: Our next speaker is Harold Zombek --

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MR. ZOMBEEK: Hi, good evening.

MAYOR RYAN: -- followed by Linda Arrigoni,
followed by Ivelisse Plasencia.

MR. ZUMICK: I live in the Oak Ridge Community in
the City of Hollywood. We have 477 homes in Oak Ridge.
Adjoining us is Maple Ridge, and south of us is
Hollywood Oaks. And there's also a new community under
construction south of Hollywood Oaks.

There's probably six to 700 homes in that area.

We are experiencing increased flyovers. We are not
in any of those yellow zones that you showed earlier.
We are at least two miles west of the airport. We're
also south of Griffin.

However, my house is about half a mile south of
Griffin, and planes are flying over my house directly.
Why are they flying that far south? You didn't show
that on your map.

And they're not turning anywhere near there. They
are turning way farther west than Oak Ridge and Maple
Ridge.

So all this information is bogus tonight. It's not

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what's happening in the air.

Thank you.

(Applause.)

MAYOR RYAN: Our next speaker is Linda Arrigoni followed by Ivelisse Plasencia, followed by Eric Swalley.

MR. ARRIGONI: Hi, everybody. I'm Linda Arrigoni. I know a lot of you, so thank you for coming tonight and showing a big show for Dania.

I'd also like to thank Mayor Salvino for answering my emails, because many of them are not answered.

All right. I live in Davis Isles. I'm the one with the little pink flag in my front yard. Directly under these planes. My lemons are black. My mangoes are black. The birds have gone.

You're poisoning us. Not just with the asbestos. My husband got a mouth full of jet fuel the other night and was retching, and I had to watch that.

I have COPD. I have anxiety attacks. I am home most of the time during the day. You're hammering me alive, okay? My husband has to work during the day.

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You're hammering him at night. He can't sleep. He has to work with sleep deprivation.

We can't leave. He can't retire yet.

You've devalued our home.

Broward County voted this in. Broward County needs to clean up this mess.

That's all I need to say.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Our next speaker is Ms. Ivelisse Plasencia, followed by Eric Swalley, followed by Brenda Chalifour.

MS. PLASENCIA: Hi, good evening. My name is Evelese Plasencia. I actually reside at 4800 Southwest 34th Avenue in the Oak Ridge subdivision, and it happens that my home is immediately on Griffin Street.

We've never had any kind of noise problems until the runway.

I happen to be a nurse practitioner. I happen to have worked in a memory disorder center, which is a dementia center. The current literature, someone asked

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about health issues, current literature for many years has shown that, as the lady said, sleep deprivation, stress levels, all of these things affect not only the body, but the mind.

And at 5:10 in the morning, I don't happen to be awakened by the planes, because I'm already up getting ready to go to work, and the planes are coming. This morning, it was 5:10 and there were two planes, one right after the other.

This weekend, I could not even sit outside. It was a beautiful day, could not even sit outside because of the noise.

My personal stress levels I can tell have gone up.

And somebody mentioned litigation. I do have the names of some attorneys that I was going to contact, but it turns out that my husband is going to need back surgery next week, so I've got priorities changed right now for me.

What I do want to say is that, in this situation, the good of each individual in this room and each individual who is going through this outweighs the good

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of Broward County and the airport.

UNIDENTIFIED SPEAKER: Thank you.

UNIDENTIFIED SPEAKER: Yes.

UNIDENTIFIED SPEAKER: Thank you.

(Applause.)

MAYOR RYAN: Our next speaker is Eric Swalley, followed by Brenda Chalifour, followed by Bob Mikes.

MR. SWALLEY: Thank you, Mayor Ryan.

My name is Eric Swalley. I chaired our Green Energy Environmental Committee of Davie for two terms.

And it is all about health. I come home. I open the door to my truck, and there's just a roar over our house. So these contours need to be enlarged.

We have horses. We had boarded horses, and we have lost all of our boarders.

It's more than just the noise. It's the health. And what's dropping out of these aircraft, it's a list of compounds pouring into my vegetable garden. Okay? I'm trying to grow home -- you know, community garden, like everyone else.

I'm afraid to eat the kale. I smell the fumes that

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I had not before. This is the new runway.

They need to stick to the original runway. They need to go straight and not fly all over everybody.

They have an Everglades just two seconds off to the west and the ocean to the east. Let's confine the contamination.

And I know this FAA allows aircraft to fly over my house. It's up to the FAA to regulate this airline. The industry makes plenty of money. Let them be taxed to make everyone comfortable in no matter what the contour is.

Who wants to live under 43 DNL? Okay? That's not acceptable. As long as somebody is in discomfort, they need to be compensated through the airline industry.

And if they can't do that, then let's go with a long rail system in this country, a new, updated rail.

Also, aircraft. Some are more noisy than others. We need to identify the aircraft that are really loud. Maybe it's other countries. I don't know what it is. But some are just grinding like the turbines are hitting the cowling.

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It's a horrible disruption to the quality of life of everyone.

Thank you.

MAYOR RYAN: Thank you.

The next speaker is Brenda -- our next speaker is Brenda Chalifour, followed by Bob Mikes, followed by Bruce Wade.

MS. CHALIFOUR: Good day, Mr. Mayor. I had reservations about coming to this location, returning to the scene of the crime of the last convention meeting I attended, where I was arrested --
(Laughter.)

MS. CHALIFOUR: -- by former felon Mayor Eggelletion.

Mr. Ryan, thank you for calling this meeting. We recognize that you inherited the behemoth boondoggle South Runway and all the negative impacts.

We're hopeful that you can do something for all of these taxpayers. However, we recognize that you are but one vote.

We also recognize that when things go wrong, our

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government agencies point the fingers at each other, FAA at BCAD, BCAD at FAA, and so on.

But the fact is the buck, the responsibility, rests with the Broward County Commission.

UNIDENTIFIED SPEAKER: Yes.

(Applause.)

MS. CHALIFOUR: Broward County elected officials, they say they own it, but guess what, people? It's the people of Broward County that own that airport. We can decide who flies when and where. We can say, no, we're not going to have this runway.

It's our airport.

UNIDENTIFIED SPEAKER: We the people.

MS. CHALIFOUR: We the people.

So Broward elected officials have to fix this and fix it now. Stop giving excuses. Stop putting us off.

Broward County has created our hell, but Broward County must fix it, whatever it takes, and now.

Stop changing the rules. My home is within 65 DNL, and I have been denied noise mitigation.

People, the rules change again and again.

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In addition, you get a toxic waste site. That's why I have my mask this evening.

I want to know when somebody is going to test our air, our soil, and our water, and give us a clean bill of health.

(Applause.)

MAYOR RYAN: Thank you.

Our next speaker is Bob Mikes, former City of Dania Beach Mayor and Commissioner, followed by Bruce Wade, followed by Bill Cole.

MR. MIKES: Mayor, thanks for this meeting tonight. And it's nice -- even better to see the attendance, because we haven't seen attendance dealing with an airport issue like this is a long time. And I've been on almost every airport committee and everything since Ravenswood was condemned. I've been chair of half of them, or most of them.

And I really resent some of the -- some of the things that have been said about this airport expansion when -- and Broward County taxpayers are told, well, we're not going to spend anything except the federal

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money on -- on the neighborhoods around there, but it's going to benefit all of Broward County, but the burden's put on these people here, whether it's their quality of life, their health, everything.

And yet I hear this Airport Director saying, well, I don't want to spend any money here. I -- I don't want to do this. Or even better is when he says we can only allow 20 people to be relocated under the -- the sales assistance program.

Well, take a look at the gray hair in here, and how many people are going to be dead before they qualify for you -- for your Aviation Director's --

(Applause.)

MR. MIKES: -- moving program?

Again, we don't want to cost Broward taxpayers anything.

There's a -- there's a -- there's a few other problems. That Trail's End rubble processing facility, why don't you put that next to Las Olas or some of these other neighborhoods in Broward County? But, no, it comes to us. It's damaging our roads. It's killing all

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the vegetation around there.

And then you give us this green canvas that's full of all the gang graffiti from south Broward, and you say, hey, people, we're not -- we're saving the taxpayers more money.

Well, you know, you're tearing up our streets, all -- the landscaping is all dead around that end, and now he said he's going to move in -- make that an assembly site for -- for the airport. Well, that's really going to help our property values.

And you talk about pollution, try to wash your car over there where I live, right near that facility, and - - and you might as well just give it up, because they can give you car wash stickers every other day.

And we've been breathing this stuff for the last couple years.

Is it asbestos or what is it?

Then take a look at the -- at the Dania Canal after every heavy rain. All this stuff is washing in there and turning this thing like the Mississippi for a mile.

And you're in charge for water quality? Give me a

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break.

(Applause.)

MAYOR RYAN: Our next speaker is --

MR. WADE: Hi, I'm Bruce Wade.

MAYOR RYAN: -- Bruce --

MR. WADE: I'm no rocket scientist. Oh, go ahead.

MAYOR RYAN: I just wanted to introduce the next speakers coming up.

You're Mr. Wade, correct?

MR. WADE: Yes.

MAYOR RYAN: Okay. Bruce Wade, followed by Bill Cook, followed by Ed -- Ed Nader.

Mr. Wade.

MR. WADE: I'm no rocket scientist, but the airport's been open for some 50-odd years, and they've operated off of one runway. Now we've got two runways.

When the wind's out of the east, they take off and land wherever they want.

If they were to take off into the wind on the North Runway -- or the South Runway, excuse me, and land out at the North Runway, they'd never fly over a house.

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UNIDENTIFIED SPEAKER: Exactly.

MR. WADE: When the wind's out of the west, if they were to take off on the North Runway and land on the South Runway, they'd never fly over a house.

Is this -- does this take rocket science to figure this out?

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. WADE: You -- you'd stop pissing an awful lot of people off.

UNIDENTIFIED SPEAKER: It was set up like that (inaudible).
(Applause.)

MAYOR RYAN: Next speaker is Bill Cook, followed by Ed Nader, followed by Paul Wai.

MR. COLE: Hopefully, that's Bill Cole, C-o-l-e.

MAYOR RYAN: I thought it was --

MR. COLE: Yeah.

MAYOR RYAN: Okay. I thought it was just a C-o-l. Missed that E. It's you.

MR. COLE: That's me. Okay. So long as Mr. Cook isn't standing here somewhere.

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All right. I -- my name is Bill Cole. I live in the Harbor Inlet neighborhood, which is just -- just across the intercoastal waterway here. I don't --

UNIDENTIFIED SPEAKER: Stand closer to the microphone.

UNIDENTIFIED SPEAKER: (Inaudible) the mic.

MR. COLE: -- I don't think that we're normally thought of as neighbors of the airport. I -- I know I didn't when we first moved here. Wasn't until the first eastbound aircraft that turned north to avoid a storm offshore that I realized just where we were and what airport operations meant to us.

Over time, of course, volume has increased. Noise does increase. I thought, from our perspective, when the South Runway went into effect that we would see a reduction in volume, and therefore a reduction in airport noise.

Boy, was I surprised in September when you started operations on the new runway. We now have them turning from 090 to 070 immediately upon departure, and they're coming over the neighborhood, and it's -- it's

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intolerable.

Some of that depends on the wind direction. If it's from the southeast, you can't hear inside your house. You can't -- can't hear a TV show.

It has become, you know, completely unacceptable.

And my question is you mentioned that there was a Part 150 in the spring of 2016 before this is going to be reviewed. I see no reason why we can't keep on an 090 heading and solve this problem rather easily for our particular neighborhood.

Thank you very much.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Next speaker is Ed Nader, followed by Paul Wai, followed by Bill -- Bob Leonard.

MR. NADER: Hi, good evening. Ed Nader here. I brought my teleprompter.

My wife and I were wondering about who really helps us with our questions and concerns. We've talked to the Noise Mitigation Outreach Center numerous times. Sometimes we get an answer. Mostly we don't.

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And a gentleman before me brought up a concern that we had, why can't the planes take off over the ocean and land on the North Runway, and when the wind changes, the reverse?

We're from Colorado, so I don't see things the same as everybody out here. We were wondering that.

And then I'm kind of wondering what happens when one of the damn things falls in my driveway?

UNIDENTIFIED SPEAKER: Yes.

MR. NADER: We're pretty sure the sound levels exceed the FAA guidelines, but we can't prove it.

I have a little sound meter on my phone, and it registers about 90 dB when some of these planes fly over. I'm pretty sure that's a little higher than it's supposed to be.

And we're also kind of interested in the appraisal process. We've heard they just appraise the house itself, not the house and the land. So if my house is worth, you know, 300,000 and they came out and say, well, it's worth 170 because it's -- we're just appraising the house, I'm not quite sure how that

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assistance works. Kind of like to know about that.

And when does our turn for the mitigation and the CAR come up? Couple more years from now?

UNIDENTIFIED SPEAKER: Right.

UNIDENTIFIED SPEAKER: Yeah.

MR. NADER: I don't know. These are all pretty good questions. I hope somebody can answer.

But when are we going to get the answers for these questions?

(Applause.)

MAYOR RYAN: Thank you, sir.

MR. NADER: Thanks.

MAYOR RYAN: Our next speaker is Paul Wai, followed by Bob Leonard, followed by Gloria Duncanson.

MR. WAI: Mayor, I appreciate you having this for us today. I'm -- I'm here on behalf of my mom. She lives -- she's an original owner of Melaleuca Gardens, 40-plus years.

We've called on her behalf. We've emailed. Emailed your office. The only one I ever got a response back was from Mayor Salvino.

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So, you know, I saw the presentation. Nice canned presentation.

But everything I learned here today was from the other residents.

Asbestos? Are you kidding me? Asbestos.

UNIDENTIFIED SPEAKER: Yeah.

MR. WAI: The North Runway being closed, so obviously the noise is going to increase.

You guys did your projections. Look at your actuals. What is it today?

A runway was built for almost a billion dollars. It's open.

We can't get a timeline of when my mom's house is going to get treated.

You can get a schedule, you can get a delivery date on a runway of that magnitude, a project that size, and we get 400 homes a year? I would love to be able to defer all the capital costs of -- of building something out over how many years.

We just need answers on when my mom's house will get approved.

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The sad thing about it is I'm still living in Dania. I live in Oak Ridge. So I'm getting the noise on that side, which I never expected.

So we -- we really do need some answers. We need help.

The reality is you see all these people here? They're not going to go away.

UNIDENTIFIED SPEAKER: Thank you.

MR. WAI: They're going to keep coming.

So we need answers.

UNIDENTIFIED SPEAKER: Thank you.

(Applause.)

MAYOR RYAN: Next speaker is Bob Leonard, followed by Carol Duncanson, followed by Lisa Schieve-Bowe.

MR. LEONARD: My name is Bob Leonard. I live in Lauderdale Isles, one of the areas that thought we did not have a problem with this airport expansion.

And, had the planes followed the path we were told they would follow, we wouldn't have any more of a problem than we used to have historically.

Lauderdale Isles has been there since the '50s. So

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has the airport.

We've always had airplane traffic, but now they're coming lower over our houses, directly over our houses, taking a hard right to the north, none of which was supposed to happen, none of which you, the Broward County Commissioners advertised as supposed to happen.

And you just throw up your hands and say, oh, it's the FAA, it's them, it's this, it's that.

We need to have people that we can hammer with complaints when they deviate from the rules.

And, you know, if the airlines want to save some fuel, find a different way to save fuel.

I mean, you -- you've got to just say, look, we've got people living here. Here's the rules. There are the approach routes that you must follow, the noise mitigation that you have to follow, the hours within which you can operate, and that's it.

Other airports do this. Several airports in California do this. They have noise mitigation patterns that they follow. They fine the airline if they don't follow it.

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And the other thing is the -- the -- the particulates that are -- that are on our docks, our boats, our houses, our cars, our kids, our yards, our -- have increased dramatically. And, again, I'm north. So the South Runway project, in and of itself, is not the contributing factor.

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: All right. Before we hear from our next speaker, there's two persons in the audience that I want to recognize.

First, the Dania Beach Vice Mayor, Al Jones, is here. Mr. Jones. Commissioner -- Vice Mayor.

(Applause.)

MAYOR RYAN: And we also have Fort Lauderdale City Manager Lee Feldman. Mr. Feldman.

(Applause.)

MAYOR RYAN: All right. Our next speaker is Carol Duncanson, followed by Lisa Schieve-Bowe, followed by Edward Hardy.

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MS. DUNCANSON: You don't have --

MAYOR RYAN: Ms. Duncanson.

MS. DUNCANSON: -- Carol tonight. You have Gloria. But it's Gloria (inaudible) Duncanson, and I guess, since you've heard from the ones that do not like you from the north and the south, I'm the good witch from the west --

(Laughter.)

MS. DUNCANSON: -- because I'm in Davie, and I live on 53rd Avenue --

MAYOR RYAN: Get closer to the mic, please.

MS. DUNCANSON: -- and I don't --

MAYOR RYAN: Get -- get closer to the mic, please.

MS. DUNCANSON: -- I don't believe that the contours have paid attention to what's out west. And starting, like everyone says, early in the morning, but cognitively, the level of how you can think and reason is just diminished, because you cannot go outside. You cannot have a phone call. You cannot have a conversation.

And the pollution, you can even smell the fuel in

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the early morning or the -- in the middle of the day when there's a lot of patterns.

And I'll tell you one plane, the Fed Ex. Because they're so low you can read whose plane they are.

(Applause.)

MS. DUNCANSON: And so when you look at all of that, they need to re-look and see who and where is being impacted.

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Next speaker is Lisa Schieve-Bowe, followed by Edward Hardy, followed by Connie VanDyke.

MS. SCHIEVE-BOWE: Hi, good evening, Mayor. Thank you for being here.

As addressed before, I'd like to know why the FAA is not here, why other people that -- we have all these questions and it seems like we have a lot of questions and nothing's being answered.

I thought that was one of the reasons that this meeting was being -- you're giving us information that

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we've already had and it's been rehashed and rehashed, and we're not getting any answers.

One of the questions that I have is if only 400 homes are being done a year and at the rate of that, and there's 1800 to 2,000 homes, that's five years before our homes are completed. And this --

(Applause.)

MS. SCHIEVE-BOWE: -- runway, this North Runway is proposed to be closed next year. Are our homes going to be done and completed before they close that runway and we're inundated with all of the flights?

And if they're not done, why is that runway allowed to be closed until it is completed?

It seems like the FAA, the airport, Broward County, and the airport was able to build that runway in an expedited amount of time, but what's the problem with taking care of our homes. That just doesn't make sense.

UNIDENTIFIED SPEAKER: Thank you.

(Applause.)

MS. SCHIEVE-BOWE: It also seems like there's very few contractors that are doing the bidding on this. I

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mean, are you just lowballing them to the point where no one is bidding for these contracts because you're lowballing them and they can't afford to do these? Is that why it's taking so long?

The other thing is this noise study. I live on 35th Avenue, three houses in from Griffin. Jet Blue, Spirit Airlines, they're flying 659 feet above my home. I am not in the cone, which means I'm not available for sales assistance and compensation, and I'm on the low end or the last end of noise mitigation.

But yet when I call Winston at the noise control to complain about those -- those planes flying over me, they're saying, oh, no, they're following the cone. But I'm three houses in from Griffin, and they're 659 feet above my home.

It's like -- I don't get it. I don't think that we should be waiting until 18 months for this next sound and -- and appraisal of the cone and -- because it's flawed data. It's flawed data from the inception. It's flawed data now.

And why you're making us wait, I don't know.

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MAYOR RYAN: All right. That --

MS. SCHIEVE-BOWE: I'd like answers.

MAYOR RYAN: -- that -- okay.

MS. SCHIEVE-BOWE: I'd like answers.

MAYOR RYAN: Thank you.

MS. SCHIEVE-BOWE: Not just more questions.

(Applause.)

MAYOR RYAN: Next speaker is Mr. -- is Edward Hardy, followed by Connie VanDyke, followed by Gary Luedtke.

MR. HARDY: All right. Hello. Good evening.

I live at 4601 Southwest 25th Terrace. I'm directly under the line of planes.

I have watched the houses around me have the windows put in, and they're renters.

I've been on the list since the beginning. I make phone calls to Winston. My neighbors around me are original owners from 1958. We don't have windows yet.

Forget living west and having the planes a thousand feet over your house. They're maybe 200 feet it seems like over my house.

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Winston also says that to call him is a waste of time, that the runway right now is only at 20 percent operations. I don't know if everybody's aware of that. But this is only 20 percent of what's going to happen.

The noise abatement office does not return phone calls, does not follow through with scheduled appointments.

And I just want to figure out how I can accelerate my exit, because I'm not here to fight with the airport. I just want to be bought out, leave. Don't waste time putting windows in my house.

(Applause.)

MR. HARDY: What's the point? Nobody's going to live there. It's embarrassing to live there now. And I'm stuck, and I just want to leave. I can't sleep. It's a nightmare. The airport's a nightmare.

(Applause.)

MAYOR RYAN: Next speaker is Connie VanDyke, followed by Gary Luedtke, followed by Alexis Guillen.

MS. VANDYKE: Hi, I'm Connie VanDyke. I live right off of Griffin Road in a finger canal near the field.

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We've lived there for about 35 years. Little did we know that we were going to be in such a situation as we are today.

Most of my neighbors are old like me, and we are just now finding out that the rules have changed.

We were told years ago that we were going to have the sound insulation, including windows and doors, et cetera, and now I think there's -- they have -- I don't know if it's Broward County that's hired a little munchkin, but somebody has been hired to go in a little room and find all these little nook and cranny ways of getting around compensating us --

(Applause.)

MS. VANDYKE: -- because we've got people now that are getting into letters about flood zones that they never had before, issues about. And I could go into that in detail.

They're going back on our original plot plans and -- and telling us now that the windows that we were going to have, we're not going to have anymore.

They're just cutting back on everything, blaming it

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on FEMA, blaming it on FAA.

So we are very frustrated by the fact that the rules keep changing. I don't even know about the legality of all that happening, but I think it's morally wrong for us to be going through this.

I hate to reiterate again, but I think the health issue is a big problem. I believe that all this oil residue that I have all over my patio, my pool area that I never really experienced before is just outrageous.

Also, another point that I wanted to make was the project schedule that I have here.

In the project schedule, it says -- and it's a considerable amount of time -- it says 18 months from the time the homeowner is contacted that we will have completion.

Well, my contact was May of 2014. That's when I got my letter. And what is it now? February? Well, I just found out last month I'm going to wait another 18 months.

I -- I -- my math and your math don't seem to coincide quite the same.

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MAYOR RYAN: Thank you, ma'am.

MS. VAN DYKE: I have 23 -- no, I don't --

MAYOR RYAN: No, you're 25 seconds over.

(Laughter.)

MAYOR RYAN: Our -- our next speaker is Gary Luedtke, followed by Alexis Guillen, followed by Doris Monier.

Mr. Luedtke.

MR. LUEDTKE: Good evening.

Once that airport announced the runway, I joined the Noise Abatement Committee, so I've got 22 years that I'm going to try and condense with one major question.

Back in '95, when the County agreed in the interlocal agreement to -- which allowed them to proceed with this runway, that interlocal agreement said, and I'm quoting, depending on the desires of the affected residents, the mitigation would be -- depending on the desires of the affected residents.

It also stated it would not depend on the availability of federal or state funding.

So, of course, we lived by that for these 22 years.

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And also the airport kind of indicated that they would also be complying with that, because they started and -- what they call a passenger facility charge increase of \$1.50 a head for every departing passenger, which they did get started in the year 2005, October 1st of that year.

Well, last year, having 12,000,000 passengers departing, that actually amounts to now having about at least a hundred million dollars in that passenger facility fund that was supposed to be set aside completely for mitigation.

Now, when they reneged on that interlocal agreement with a new one, now everything is being funded by the federal government.

That passenger facility charge, which should have a hundred million dollars in it, has somehow vanished. We cannot get an answer where that hundred million dollars that was supposed to relocate us out of there, where is it? It's gone.

Federal government's paying 80 percent, 20 percent comes nowhere near a hundred million dollars.

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Answer where that hundred million dollars is please.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Our next speaker is Alexis Guillen, followed by Doris Monier, followed by Joanne McKenna.

UNIDENTIFIED SPEAKER: Mayor, what number are you on? Because I was number 36 and I was not called.

MAYOR RYAN: I'm on --

UNIDENTIFIED SPEAKER: (Inaudible) 32.

MAYOR RYAN: -- we're on item -- we're on speaker number 32. And how many speakers do we have total now?

MS. SAUCEDO: Ninety-something.

MAYOR RYAN: We have 90. So I have to ask you to stay to two minutes. Okay?

You're up. Ms. Alexis Guillen, you're up. You're ready.

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: No, she's not here? Okay. Then we'll go ahead --

UNIDENTIFIED SPEAKER: (Inaudible.)

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MAYOR RYAN: -- number -- item 32, Doris Monier.

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: Yes, you're up on Item 33,

Speaker Number 34 is Joanne McKenna.

Speaker 35 is Wayne Thompson.

MS. MONIER: Good evening, Mayor.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. MONIER: Thank you for this opportunity that we have.

I have a question that I would like to ask the audience.

Why are you all living here in south Florida? Is it to be --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. MONIER: -- restricted in your homes to be there, or is it because you like the outside, boating, sitting outside on your patio, enjoying the nice weather?

Our life is not the same since this new runway is there. You can't talk when you're outside. You can't even be quiet inside. It is really terrible.

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And I learned today that it's only 20 percent of what it's supposed to be, and then we are not talking about when the North Runway will be closed.

This is not possible, what -- what the County is doing to its people here. I mean, we are all taxpayers, and that should not be allowed that we all have to go through this.

I'm -- I'm very sorry about this situation, and I think it's very difficult for the people of Dania Beach. We are in Davie, Griffin Road, and this is the Turnpike. And so I think we are less impacted than Dania Beach. But we don't get any mitigation, and the air -- we are right in the path.

And I'm glad that Davie, the Council members sent our District Council member here and I fully agree with what they said was necessary there to do.

Please, see that the airplanes don't fly so low. They fly low. They are too noisy. There are ways that there could be improvement.

And, please, at least help us to get these improvements.

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Thank you very much.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Next speaker is Joanne McKenna,
followed by Wayne Thompson, followed by Carol Durocher.

MS. MCKENNA: Good evening. Thank you very much
for having this meeting, and you're a brave man.

(Laughter.)

MS. MCKENNA: I appreciate --

MAYOR RYAN: Brave or crazy --

MS. MCKENNA: -- everybody coming out.

MAYOR RYAN: -- one or the other.

MS. MCKENNA: And I'd like just to know -- I'm
still waiting. I'm 74, and I intend to be here until
this is done. I purchased the property with my mother
living, she's now deceased, and to help a friend. It
was a -- a duplex. So I rent out half and live happily
in the other half.

But you can only live inside. And now inside
becomes a problem because of the noise and the pollution
seeping through the windows.

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So what I'd ask was who is in control? Who will take control? How -- and how are you going to honor this and get it done? Because we'd like to know who's the queen of the hive here.

(Applause.)

MAYOR RYAN: Next speaker is Wayne Thompson, followed by Carol Durocher, followed by Michael Fortney.

MR. THOMPSON: Hi. I live at 1445 Northwest 10 Street. I'm as close to the runway as you can possibly get. I'm a thousand foot away.

And I got bad news for everybody here. You don't want to hear this.

The noise mitigation was done, and it don't work. It's -- it's -- I mean, I hope it works for people that are farther away, but, you know, I mean, I'm getting people, I'm on the telephone, they say where are you at; in Iraq? You know, I mean --

(Laughter.)

MR. THOMPSON: -- it's -- it's bad. I mean, in the highway, I mean, they put up 12, 14 foot high concrete walls for highway noise for automobiles, and we have

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nothing for jet airplanes. I mean, it -- it doesn't make any sense. I don't know, you know.

And these noise levels that they're saying are just -- they're - they're totally flawed. I mean, I watched them do a test over here at 10:30 in the morning. Well, I mean, they should be testing at like 7:00 to 9:00 and 4:00 to 6:00 when these planes take off every two minutes. And I can read every number, every name, I mean, I could read the tire -- I can read the writing on the tires, but they're going too fast to -- to get -- I can see the writing, but I can't read it.

It -- it's bad, I mean. And there's really nothing -- I mean, the airport's there. It's -- it -- it ain't going to go away.

And we need people with common sense to fix this, not attorneys and engineers. I mean, somehow, we need - you know, we need to fix this problem, you know, with common sense, you know. It's -- the people just -- you know, a lot of these people are just going to have to go, because you are wasting money doing the windows and -- and, I mean, it's -- they spent \$46,000 on my house,

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and you would -- I mean, this testing equipment they're using, like somebody said, can I get a -- you know, can I get a test -- a test piece in my neighborhood.

That's what we ought to do, is get some of these test pieces around and get actual, you know, and -- and have them record it for days on end, not just come in one time and, you know, they -- they have machines that can do anything. I mean, they -- they can pre-record this thing, set it up for a week, you know, do a graph, you know.

I mean, you know, like I said, I -- I know they take off. There was a plane -- you know, 4:30 in the morning they take off. I got like a new alarm clock. I mean, it's -- you know, I mean, it's --

MAYOR RYAN: Thank you, Mr. Thompson.

MR. THOMPSON: Okay. Thanks.

UNIDENTIFIED SPEAKER: Thanks.

(Applause.)

MAYOR RYAN: Next speaker is Carol Durocher, followed by Michael Fortney, followed by Ted Testerman.

MS. DUROCHER: Good evening, Mayor.

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I am here as a Davie resident, District 1. I am not in your zoning, no -- nor was any of Davie notified of this communication.

I highly suffer with the rest of Dania Beach.

If you say that there's a great turnout tonight, it is because of word of mouth. If word of mouth has escalated this turnout to this capacity, can you imagine what Davie will now tag onto Dania Beach and escalate this need further communicate?

We will outreach and we will resource as a community together and task this committedly.

My problem is the -- the planes are low. The roof shakes. The foundation shakes. I am realistically doing a log right now. Every two minutes, I am writing in my log how many airplanes are going over my roof.

There has been a -- a findings in the Everglades that fuel from jets are in the Everglades. This goes to your water table. This will have an effect on your health.

Thank you for your time. I appreciate it.

MAYOR RYAN: Thank you.

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(Applause.)

MAYOR RYAN: Next speaker is Michael Fortney, followed by Ted Testerman, followed by Donna Peplin.

All right. Some -- some of our speakers may have left.

So one last call, Michael Fortney, Ted Testerman, Donna Peplin.

Your name, sir?

MR. TESTERMAN: Yeah, my name's Ted Testerman. I've been here for a lot of the little shows.

I'm going to come at you a different way tonight. I've heard you're a pretty good guy, and I know the airport is making Fort Lauderdale back on the map.

A lot of people don't want to realize this. Airport has helped out a lot of people, the shipping, everything. It is progress. It is business.

What I'm going to come to you at tonight is I don't like having my plants black. I don't like having my ocean reef sign black. I don't like living under the planes.

I have a flat roof, 800 square foot house with a

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giant property. It's beautiful. But I want to actually come back and say I want an inverse reverse condemnation of my own home, because I'm tired of this. I don't want the fight for years and years and years and years.

I have a beautiful property. I think that my property should be of value of what I paid for it, plus 40 percent.

And that's the way I feel about my life. We got to move. We got to do things.

If you don't want this, you've also got to show no emotion. You also got to separate yourself from your house. Hardest thing to do.

But you'll be seeing me with an attorney, unfortunately, because you guys should have come to my house and seen what I go through.

Have a good night. It's my birthday, and I'm getting the hell out of here.

(Applause.)

MAYOR RYAN: Happy birthday.

Next speaker is Donna Peplin, followed by Penny -- Penny Felton, followed by Steve Welsch.

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MS. PEPLIN: Good evening.

MAYOR RYAN: Good evening.

MS. PEPLIN: I've been fighting Broward County's airport expansion since 1984. I have lived in my home for 37 years. I was pretty young when I moved in. I'm getting older as I go.

What I see here tonight is a bitch session. I don't see anybody taking real notes about the questions that these people have asked.

When are we going to get the answers for the questions that have been asked? That's my question for you.

MAYOR RYAN: There's -- there's two ladies that are here in the front row that are taking --

MS. PEPLIN. They're notes.

MAYOR RYAN: -- notes, yes.

MS. PEPLIN: Okay. All right. You've got a group of over 600 people here tonight. When will we see the answers to those questions?

MAYOR RYAN: Depending on how long -- how many people have specific questions and our staff will follow

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up in the next few days.

MS. PEPLIN: Will those notes be made available to the City of Dania? Will all those residents that have been here tonight be able to see those answers?

MAYOR RYAN: Let -- let's do this. I -- I really don't want to engage back and forth, because you only have two minutes, but I'll answer all of the questions after the last speaker.

MS. PEPLIN: All right. I happen to be one of those homes who fit in the 200 who passed inspection. My home is completely inspected, has been passed. I -- I am under the 45 LDN, which kind of makes me laugh, because the noises come from the side. That's not where the airplanes are coming from. The noise comes from above.

I've spoken to Diane Bryant, at the center, and I said, all right, you said six months from the time we were approved and we have our certified letter you were going to have the homes appraised.

According to past instruction, the homes were going to be appraised as if they were not affected by the

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airport. For example, I live on 145 feet of ocean access property. My home is well over \$500,000. I love the gentleman earlier who was talking about the hundred thousand dollar home. Some of those homes -- please. I've called. I understand we don't -- according to tonight's message, we do have four appraisers. According to last week, Diane said the Broward County Commission and the FAA have not approved appraisers.

So where are we going to get these appraisers from who are going to come to our home and say, all right, I'm entitled to my 21 percent? It doesn't exist.

This paper is worthless. And so is all the bullshit that Broward County is feeding these people.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Our next speaker is Penny Felton, followed by Steve Welsch, followed by Steven Healy.

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: We don't have Penny Felton here, so Steven Welsch followed by Steven Healy, followed by Jeffery Hatcher.

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MR. WELSH: Hello, my name is Steve Welsh. I live in North Beach, which is Hollywood.

Our quality of life has changed dramatically. Closing our windows doesn't help. Walking outside, you can't hear conversations.

We have meditation and yoga classes at our inn, and we can no longer do it from the noise from the airport.

There are no -- is no meditation when you have aircraft coming over at 6:00, 6:30 in the morning. The noise is intolerable.

What we've heard from Broward County is one lie after another. It's a non-stop barrage of lies, and the lies have to stop.

And the buck stops with you, Commissioner Ryan -- Mayor Ryan, and the rest of the Commissioners.

I'm not sure what we can do, but I believe that everyone was here -- that everyone that has been here, their lives have been impacted. So that means thousands of people are impacted by this.

Our quality of life, our health, all of these things are on your shoulders. They're your

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responsibility.

When people start dying from this, it's on your shoulders.

When our gardens start to die, when I want to go out into my yard and I want to pick some of the lettuce I've planted this year, I now have a fear of picking it. I can't eat it.

You've destroyed our quality of life.

Thank you.

(Applause.)

MAYOR RYAN: Our next speaker is Steven Healy, followed by Jeffery Hatcher, followed by Thomas Cairns.

I don't see Mr. Healy.

Jeffery Hatcher, Thomas Cairns, Bill James -- oh, your name, sir?

MR. CARNES: I'm Thomas Cairns.

MAYOR RYAN: Cairns.

MR. CAIRNS: Good evening. Thank you for coming out, Mayor. Appreciate it.

I'm kind of concerned. I'm -- I'm at 46th Court and 30th Avenue. As I look across my fence at the house

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behind me, they're entitled to all the benefits that go with the -- the 65 and plus decibels. Evidently, I'm at 64, because myself and my neighbors get nothing, for some reason.

It is certainly as noisy as I'm standing at that fence as it is depending on which side it is.

So I'm ready to go. I want to move. I can't live under those airplanes.

And I'm told because I'm not above 64 decibels, I get no help with sales. I wouldn't get any of that money that -- that they were talking about here this evening.

But the bottom line is it's not a good place to live, which was what the -- the argument was 30-something years ago when they did the work on the -- the North Runway and they -- they took that neighborhood out north of the Dania Cutoff Canal through eminent domain, sent those people out kicking and screaming. They didn't want to go.

And they fought them in court and -- and said you have to leave. It's not safe. It's not a good place to

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live.

Well, I agree with you guys. You -- you won that one, and I totally agree with you. It isn't a good place to live.

And I think we should be treated as fairly as those people were all those years ago, and let's -- let's get some checks written. Let's get out from underneath this, these airplanes and this unhealthy environment, and start treating us like citizens of the United States, not victims.

That's all I got.

UNIDENTIFIED SPEAKER: Thank you.

(Applause.)

MAYOR RYAN: Thank you.

Our next speaker is Bill James, followed by Jack Maccolm, followed by Barbara Magill.

MS. MAGILL: Good evening. I'm Barbara Magill. I represent Harbordale, Lauderdale Harbors, Harbor Beach, Harbor Inlet, and all the northeast communities that have suffered with the change in the flight path.

My heart does go out to the South Runway people,

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which I think your lives are much worse off, but it has affected us, as well. We live in south Florida to be outdoors, to open our windows, and that's no longer an option.

My concern is the Part 150 study that's not to begin until February of 2016. According to the other woman, you're going to also be closing the North Runway at the same time you're starting the study. So that needs to be completely changed.

I believe you should be starting the study right now. And I don't -- not even sure why we need a study. We all know this noise is pretty bad.

I'm also concerned with the jog to the north that the North Runway planes are taking now over these neighborhoods.

They're also going over the port and over the fuel tanks. So if, God forbid, there should be any sort of error, problem, engine failure, I think planes crashing into a cruise ship with 3,000, 4,000 people could be quite detrimental.

And so I would like to propose that the easy fix is

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putting the planes back on the original path, out to the east, out to the west, and, you know, eliminate a lot of this grief for a lot of people.

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Next speakers, first, Greg Brinks, followed by Stephen Dehneit, followed by Eddie Diaz.

MS. SAUCEDO: (Inaudible) 47 and 49.

MAYOR RYAN: (Inaudible.)

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. DEHNEIT: Yeah, I know. I'm the second speaker.

Hi, good evening. My name's Stephen Dehneit. I'm the second speaker. I can talk now, if you'd like.

MAYOR RYAN: You're -- you're -- we're ready for you.

MR. DEHNEIT: Okay. One, I'd like to say I understand the two minutes, but I'm glad we don't have that limit in our neighborhoods, because we have to shut up for about one minute of that two minutes to let the planes fly over.

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(Laughter and applause.)

MR. DEHNEIT: I'm in the 64 decibel range, with a -
- a 65 per -- per the contours touches my driveway. The
65 decibel, the planes actually fly over my home. As I
think we've all talked about, they're -- they're not
following the path.

I've been told that the pilots have discretion.
When they fly, they can fly anywhere from a big range.
So the actual runway where the contours were laid out
are not --

UNIDENTIFIED SPEAKER: (Inaudible.)

UNIDENTIFIED SPEAKER: Thank you.

MR. DEHNEIT: Yeah.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. DEHNEIT: Yeah, I know. Can I get my two
minutes --

MAYOR RYAN: Yeah, we'll --

MR. DEHNEIT: -- because no one's taking notes and
--

MAYOR RYAN: -- we'll -- no --

MR. DEHNEIT: -- I'm not even getting (inaudible).

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MAYOR RYAN: -- we'll reset for you. Hold on just a minute --

MR. DEHNEIT: Okay.

MAYOR RYAN: -- sir. We're -- we've had a problem with a couple of persons that we thought were not appearing but they may be here. So I have to read their -- I'm going to read their names off at the conclusion of your remarks.

So we're going to start you again with two minutes, but just give it -- give us a second to get organized.

Can you come back up for a minute?

MS. SAUCEDO: Yes.

MAYOR RYAN: All right. I thought that I called these people, but you want me to call them again?

MS. SAUCEDO: Yes.

MAYOR RYAN: Okay.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MAYOR RYAN: This guy here, did he speak?

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: I mean, I -- I think I just called him, and he didn't show.

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MS. SAUCEDO: Okay. We can (inaudible).

MAYOR RYAN: All right. Call him again afterwards.

MS. SAUCEDO: Here's where we are right now.

MAYOR RYAN: Okay. So after 52, going to go back and call 47, 49, 51.

MS. SAUCEDO: Yes.

MAYOR RYAN: Okay. All right. We're going to start you over again. My apologies, sir.

MR. DEHNEIT: That's all right.

I'm in the 64 decibel. The contours touch my driveway. However, the -- I've been told now, after talking to Winston over in the FAA office, that the pilots have discretion of how they fly into the port -- or fly into the runway.

So they actually fly over my house, but yet I'm not getting any mitigation. I'm not -- or I'm eligible for the sound, but the sales assistance, I'm not eligible for.

Which that brings me to my next concern, the sales assistance. Since I'm not eligible for the sales assistance, when they're -- if I go to sell my home, the

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comps are going to be the neighborhood within the mile range.

So whenever these homes that are in the sales assistance, I'm going to be competing against them being sold at 20 percent below market. I'm going to have to compete against a home that is a comparable to my home for 20 percent below.

I'm going to be stuck in my home because I'm not going to be able to sell it for less than 20 percent because you guys are giving a unfair advantage to those homes.

However, the planes are flying over my house.

The other concern that I have is we've also mentioned the North Runway. I -- I know you guys have been very aggressive on getting these runways built. I know that you wanted that, you did a big thing in September when Jet Blue flew in and you had the firefighters there with the -- the hoses.

And even a Broward Commissioner mentioned that not many people were impacted. I think this audience can say that people are impacted, and we -- all of Broward

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County is impacted at this point.

I beg you, do not open that North Runway until the mitigation is complete.

UNIDENTIFIED SPEAKER: Closed.

MR. DEHNEIT: Closed.

MAYOR RYAN: Closed. I -- I know what you --

MR. DEHNEIT: Until the mitigation is done, all the homes are done, because that's an issue. And that's going to create more problems.

Thank you.

MAYOR RYAN: Thank you, sir.

(Applause.)

MAYOR RYAN: I'm going to go back to a couple of previous names I thought I called, but perhaps -- perhaps not.

Bill James, Jack Maccolm, Craig Breines.

Okay. I'm going to go on to the new list.

Eddie Diaz, Zachary Lynch, Patrice Hanneman.

Your name, sir?

MR. DIAZ: Eddie Diaz.

MAYOR RYAN: Thank you.

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MR. DIAZ: I can go ahead and start?

MAYOR RYAN: We're ready.

MR. DIAZ: Okay. I'm not sure if everybody is aware of this, but I brought this little example in and -- of the decibel levels.

And at 80 decibel level is an alarm clock. 75, a toilet flushing. 70, a shower. 60, a conversational speech.

I believe we're well above that in our neighborhoods; okay?

And the other point I'd like to make is to the Aviation Director over there. He said 20 percent's not a big deal. I will accept 20 percent of his salary at the airport, if it's not big deal, sir, of the amount of planes that come in and fly in. Okay?

Thank you for your time.

(Applause.)

MAYOR RYAN: Our next speaker is Zachary Lynch, followed by Patrice Hanneman, followed by Ed For -- is it F-o-r-u-r? Forur?

Mr. -- Mr. Lynch?

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MR. LYNCH: Yeah. My name is Zachary Lynch. I live in Marshall Everglades.

And I guess it was Thanksgiving week --

UNIDENTIFIED SPEAKER: Move closer to the mic.

MR. LYNCH: Huh?

MAYOR RYAN: Closer to the mic.

MR. LYNCH: Okay. I guess it was Thanksgiving week when the planes started flying over. I was taking a nap, had my windows open, and I -- this incredible sound just went over my house. And that's when the runway started.

I went out, I used a meter on my phone as far as the decibels. I was reading 88 to 93.

The planes come directly, I'm talking right over my house. I cannot hear my TV. I try to walk my dog. I love -- I'm a PE teacher. I love the outdoors. I can't even hang outside. It's -- it's just that noisy.

So, anyways, they said my -- my house was going to be done in June. And I waited until like September, and no one contacted me from the sound mitigation place.

So I went up there after the planes started coming

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in, and I talked to three people, and nobody called me back.

Finally, I got people calling me back. I called Albert Jones. He was kind, and he had finally -- somebody started getting in touch with me.

So my house is out of code. Okay? So they're making a big issue with my house while I'm suffering from this noise, and I wish somebody would help me just to get my doors and windows, because it is like super noisy.

The other thing is why can't they have more vendors do this work? Jacques over there said only two people in the United States do this work is what he said in the meeting. I quote his words.

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: The next speaker is Patrice Hanneman, followed by Ed Foran, followed by Linda Sacco.

Your name, ma'am?

MS. SACCO: Linda Sacco. I --

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MAYOR RYAN: Okay.

MS. SACCO: -- do you think the other people are here? I don't want to cut in front of them. I did lunch duty in middle school for ten years.

(Laughter.)

MAYOR RYAN: If -- if -- if they jump up, we'll let them go right after you.

MS. SACCO: Thank you. Okay. All right.

Good evening. I live in Fort Lauderdale for part of the year now, but I lived in Davis Isles with George Jason, next to him, actually, for about 22 years. And it was a wonderful part of my life.

I'm so sad to see what's happening. So sad.

But I think we have to realize that all of Broward County and part of Palm Beach are becoming airport territory.

If you go to youth soccer matches at Nova University, the airport's right over you. Go to youth soccer matches in Florida Atlantic -- at Florida Atlantic University, the airport's right next to you. Go to youth soccer matches at Fort Lauderdale Stadium,

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Executive Airport's right over you.

If you go to the veterans' hospital in Pembroke Pines, Perry Airport's right over you.

If you have lunch at Lauderdale Yacht Club, those big, whining jets, you can hear them through the conversation.

If you go to the boat flea market in Pompano Beach, that airport's right next to you.

Almost all of Broward County has become airport territory.

The good thing is, when you go to all of those things, you can go home. But what do these people have to go home to how that are in the airport-effected area? Pure hell.

And I think that the people who helped bring this about, including some Commissioners in Dania Beach, including Broward County Commissioners, including former Commissioners, you all have a lot of knowledge. You sit on a lot of boards such as transportation boards and housing boards and land use boards. You all need to talk together and help the people of Broward County.

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The manatees are doing pretty good after save the manatees kicked in.

I think it's time to save the people.

(Applause.)

MAYOR RYAN: Thank you.

Next speaker is James Gagne, followed by Pat Tyra, followed by Bryce Gilbert.

MR. GAGNE: Good evening. You know, no one's stepping up to the plate for this issue.

The small planes that used to fly over my house, they weren't a problem. They weren't that noisy.

But when you have jets flying over your house -- I live in Marshall Everglades, right there off 27th Avenue, and for the jets that fly over my house, I'm washing my cars, my trucks, everything that's in my yard, two times a week.

Who's taking care of that? We are. We're stuck with that whole problem.

On top of that, it's like diesel fuel. They burn kerosene. Jets burn kerosene. It's not like av gas that planes burn. That's gas that dissipates. Kerosene

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sinks down just like diesel fuel does.

So the noise, the pollution, the stress, you -- I mean, you guys got to be kidding me.

We were supposed to -- we were slated to have our house done a year and a half ago, to have windows and everything done for pollution.

I can't even sit on my back porch and listen to my phone or listen to TV without turning it up and then turning it back down every two minutes.

And now they're going to close that main runway down? That means that everything's going to fly right over my house. I'm right on the finger canal that goes Dania Cutoff, and I'm right across from Tropical Acres.

So they're like 300 feet over my head, the decibels are like 90, 92, and no one's done anything.

Yes, there's people down the street that have it, but right in the path of that runway, they're not taking care of nobody, and we were slated, just like I said, to have everything done.

On top of that, you know, we were approved for the windows, approved for this, approved for that, and then

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they say we're in a flood zone.

Then we had them come back out. They went through the whole thing. We're .5 feet above the flood zone. How I'm in a flood zone, I don't know. Why would they sell the house if we're in a flood zone?

But about the hearing, your health, the pollution? I have to breathe that into my lungs? I have to smell it every day, every night, all day.

And once they close that main runway, what's going to fly? The red eye? That means every night, all night long. I can't even sleep at night as it is with these jets.

Thank you.

UNIDENTIFIED SPEAKER: Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Next speaker is Pat Tyra, followed by Bryce Gilbert, followed by Jacob Cohen.

MS. TYRA: Pat Tyra from the Estates of Fort Lauderdale.

We're a mobile home community south of Griffin, and

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we were never eligible for anything.

However, many of our residents, as several people tonight have spoken about, is the pollution, that black soot that's in our houses, on our -- our clothes, on our cars.

I'm worried about it in our lungs. And I think the County has an obligation to put together a health group to really come up with the answers about our health with the airport.

(Applause.)

MAYOR RYAN: Next speaker is Bryce Gilbert, followed by Jacob Cohen, followed Randall Wright.

MR. GILBERT: Yes, thank you. And, number one, I appreciate everybody staying here, although it has dwindled.

UNIDENTIFIED SPEAKER: Can't hear you.

MAYOR RYAN: You've got to -- you've got to get close to the mic, sir.

MR. GILBERT: I apologize.

Number one, I appreciate everybody that stayed here, and very eloquent --

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MAYOR RYAN: You've got to get -- you've got to get close to the mic.

MR. GILBERT: -- very eloquent. And especially you, sir. That was very eloquent with your diagrams.

However, those diagrams up there were not as eloquent. For lack of a better word, they're full of crap, because this cone of coverage that I think you guys are establishing is not true.

I am in Maple Ridge, and I hear these planes very loud and clear.

I also agree with all the sentiments that were stated earlier today, because I can see the names on the planes. I can see the tires. I can see the air actually move from the planes, I am so close to these planes.

I love my house. A first time home buyer with my wife. Has a one year -- one and a half year old and a newborn on the way. She's nine months pregnant. And have fun sleeping with that with these noises going left and right all through the -- all through the night.

Coming home from the law office, doing an appeal,

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coming home at 2:00 o'clock in the morning, and then, again, can't sleep because I only get two hours of sleep because the planes do not come at 7:00 o'clock, 8:00 o'clock, 9:00 o'clock in the morning. They come at 5:00 o'clock. And at one minute, two minute intervals.

And then as soon as I get to relax, watch that great show on TV, whatever show is to your pleasure, pause. Eat dinner for five seconds. Hear the yelling, hear the screaming because nobody can get some sleep.

It leads to homes not being able to live with each other. It -- it's not pleasant.

I -- I don't think remedies of having the windows boarded up or -- or sound remediation, whatever you guys want to suggest, that -- that's not what we want, I think.

I think what we really want is stop.

UNIDENTIFIED SPEAKER: Yes.

MR. GILBERT: Just -- just stop.

UNIDENTIFIED SPEAKER: Yeah.

(Applause.)

MR. GILBERT: And I -- and I think to -- to save

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things from being complex in the future, maybe litigation might be the way to go, because that might be the faster way. That might be the right way. That might be the best way.

So I -- I wish you guys the best, and I think I know which way I might have to be going.

MAYOR RYAN: Thank you, sir.

(Applause.)

MAYOR RYAN: Our next speaker is Jacob Cohen, followed by Randall Wright, followed by Cathy David.

Your name, sir?

MR. WRIGHT: Randall, Randall Wright.

MAYOR RYAN: Randall Wright. All right.

MR. WRIGHT: We've heard a lot tonight about how much noise and all that stuff.

What I'd like to do is I live close to Monitor 2. Monitor 2 is 2.3 miles west of the west end of the South Runway, which puts us, I believe, in Davies Isles.

I'm three-tenths of a mile west of that.

Based on Monitor 2, November, there were 2,817 noise events or annoyances.

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This averages out to one noise -- a noise every 12 minutes between 5:00 a.m. and 10:00 p.m.

You've heard -- we've heard that some of these planes are two and three minutes apart. That is correct. But I average it to be 12.

Between 10:00 p.m. and 5:00 p.m., when they really ain't supposed to be flying at all, there's one every 36 minutes.

So much for being able to carry on a normal life or having a good night's sleep. So much for the intercoastal agreement.

I heard a lot of complaints about Thanksgiving. I'm also chairman of the -- of the Airport Advisory Board for Dania Beach. Heard a lot of complaints Thanksgiving day.

So I took a quick look at that. There were 364 noise annoyances between 10:00 a.m. and 6:00 p.m., during the prime family time.

That equates to one every five minutes.

And we had a gentleman here that had all the diagrams for Thanksgiving.

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You couldn't sit down with your grandkids and enjoy them. You couldn't sit down for Thanksgiving to enjoy them.

That's only November.

December was 320 -- three -- 3,204. One every ten minutes.

January was 2,707 noises -- noise -- noise events. One every 12 minutes.

You guys really expect us to live like this?

Overall, the last three months have been hell in my house due to the noise.

I have always said, if the South Runway expanded, I wanted out due to the noise factor, health, and safety reasons.

It's time for Broward County to step up to the plate and do right by the residents.

MAYOR RYAN: Thank you, sir.

MR. WRIGHT: They promised -- and do what they promised in the 1995 local agreement, and that's to buy us out.

What do you mean? I got 42 second according to

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that.

MAYOR RYAN: You've been actually 44 seconds over.

(Laughter and applause.)

UNIDENTIFIED SPEAKER: Thank you.

MAYOR RYAN: Next speaker is Cathy David, followed by John Oldenburg, followed by Jeanne Brown.

MS. DAVID: Hi, my name is Cathy David. I live near the Field Restaurant off of Griffin Road.

And I want to thank you for having this meeting. I think everybody's come up here and very -- you know, spoke more or less the way I feel.

I'm very, very upset, extremely, and I think everybody here is, about the closing of the North Runway, because none of us are prepared for that.

We have -- the -- the mitigation, I mean, I don't know how you can have 20 contractors working on the building of the North Runway and one or two contractors working on noise mitigation. It just -- it doesn't make sense. And it's not right.

And that's all I've got to say.

Please don't shut that North Runway with nobody

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having mitigation.

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Next speaker is John Oldenburg,
followed by Jeanne Brown, followed by Conrad Taylor.

John Oldenburg once. Jeanne Brown.

MS. SAUCEDO: What number are you on?

MAYOR RYAN: Conrad Taylor.

John Oldenburg is 65. Jeanne Brown, 66. Conrad
Taylor, 67.

MR. TAYLOR: 67.

MAYOR RYAN: Come on up, sir.

While Mr. Taylor's coming up, don't -- we won't
start the clock on you yet -- next two speakers are
Miranda Litt and Richard Robson.

We're now ready for you.

MR. TAYLOR: I thank everybody here tonight for
staying longer. Welcome to the oldest city in Broward
County, Dania Beach.

Number one, Dania City Commissioners have tried

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their best to stop this noise pollution problem.

Fort Lauderdale said, what the heck.

I've been at five Commission meetings. I've actually been blocked out of one. They don't like me very much when I asked time to go to school, show me the noise, show me a noise area.

They slapped me down. Most of the Commissioners left but one or two.

They all showed the giant noise pollution that we have.

I live just off 31st Ave, right across from the Field Restaurant. I've watched the noise level go to 92 and over a hundred at some afternoons. You can't hear yourself think.

To watch this happen -- and I've lived on airbases most of my life as a child. This is noise. I mean, I've heard F-18s and F-17s go off a field before. This is even louder than that.

Try to figure out what they're going to do next. The FAA is not here again. They weren't here when the airport was being looked at and the expansion being

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done.

Most of the people that came in and wanted a bigger airport don't even live in our area.

80 percent of the people in Davie said we're not going to worry about it.

Hollywood said we're not worried about it, either.

Now they're all worried about it. You're all here tonight, aren't you?

UNIDENTIFIED SPEAKERS: Yeah.

MR. TAYLOR: I want you to understand, I'd like to see the FAA get involved, the noise mitigation get involved, since we're completely out of the area. My windows are rattling every night. I'm losing sleep every night. I'm trying to recover from a very serious operation I had a few months ago.

And it's really fun to listen to the windows rattle and the doors creak in a cement building that you guys say is -- can't be touched because we're out of noise area.

Looking at all the residents here tonight, I think we have a concern. Everybody get together and say we've

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had enough.

Thank you, guys, for being here. Please support and help our Commissioners get this noise problem resolved.

Have a good evening.

MAYOR RYAN: Thank you, sir.

(Applause.)

MAYOR RYAN: Next speaker is Miranda Litt, followed by Richard Robson, followed by Roger Boas.

Those are speakers 68, 69, 70.

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: Read them again. Miranda Litt, Richard Robson, Roger Boas, B-o-a-s.

All right. Patrick McCornack, Dave Hoyte -- Dave Hoyt, H-o-y-t-e.

Your name, ma'am?

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: Well, you don't need to rush. Oh, you're --

(Laughter.)

MAYOR RYAN: -- do you have -- do you have something

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to say?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MAYOR RYAN: All right.

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: All right. Give us a minute to gather a -- a few more speaker cards together. (Inaudible.)

MS. SAUCEDO: (Inaudible) so we're up to 73. These are all no shows.

MAYOR RYAN: All right. So who do we have from 73 forward? Give me 73 forward. N/A's no appearance.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MAYOR RYAN: All right. Next speaker is Richard Ramcharitar, Angelo -- it looks like it's Rellor, R-e-l- perhaps an E or an R, Angelo Rella. Gardiner Nielson.

Your name, sir?

MR. RAMCHARITAR: Richard Ramcharitar.

MAYOR RYAN: Thank you.

MR. RAMCHARITAR: All right. Good evening, Mayor.

You know, what everyone's spoke about here tonight, I don't want to repeat. But I do want to address the issue of aircraft safety and accidents and things like

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that.

And I'd like to know what emergency preparedness plans the County, the city, the local emergency services have in place.

UNIDENTIFIED SPEAKER: (Inaudible) Dania Beach, and everybody else.

MAYOR RYAN: Okay.

UNIDENTIFIED SPEAKER: He's not listening. Wait.

MAYOR RYAN: Hold on. I'm going to start you again. Let's pause for just a minute. I have to speak to the Aviation Director, then I'll start you on two minutes again.

MR. RAMCHARITAR: Sure.

MAYOR RYAN: (Inaudible.)

MR. GEORGE: (Inaudible.)

UNIDENTIFIED SPEAKER: Speak up. I'd like to hear what you're saying.

MAYOR RYAN: (Inaudible.)

MR. GEORGE: (Inaudible.)

UNIDENTIFIED SPEAKER: We want to know what you're saying.

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UNIDENTIFIED SPEAKER: Blah, blah, blah, blah,
blah.

MAYOR RYAN: Okay. Okay. Thanks.

MR. GEORGE: Okay.

MAYOR RYAN: Okay. All right. We're ready to
start you up again. Thank -- I apologize --

MR. RAMCHARITAR: That's all right.

MAYOR RYAN: -- for having to cut you off.

MR. RAMCHARITAR: I'll just make this very short.
You know, I'm not going to repeat what everybody else
has gotten up here and said to you tonight, but I am
concerned about safety.

And it's not unheard of that planes crash, and it's
not unheard of that planes have crashed into
neighborhoods.

So I would like to know what preparation is the
airport taking? What preparation does the County have
in place to respond to such an incident in one of our
neighborhoods?

The planes are very low. It's -- it's -- there are
mechanical issues on planes. I've -- I've worked in the

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airline industry for many years in management, and I've been around safety issues concerning planes. And that's -- that's a big concern.

And I think you guys need to have a plan in place, and I think you also need to share what people should do in the event of an incident, and how are you going to clean it up, contamination, et cetera.

So let's -- let's address those issues, too.

MAYOR RYAN: Thank you, sir.

(Applause.)

MAYOR RYAN: Next speaker is Angelo Rella, followed by Gardiner Nealon, followed by Michael Gati, followed by Kirk Alexander.

As you're coming down -- your name, sir?

MR. GATI: Michael Gati.

MAYOR RYAN: Thank you.

MR. GATI: First of all, I don't know if we're just wasting our time here. I know money usually trumps people's lives every time. Broward County's making a lot of money, and people usually don't matter when Broward County's making money.

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I don't think anything's going to change unless we get some honest politicians on the council. This is Broward County Aviation, this is Broward County's airport, and we should be able to control it.

I don't believe half of what BCAD has to say.

First of all, they said that they're the ones that found the asbestos. They're the ones that found the asbestos, but what really happened was it was in the newspaper. So they didn't really discover it.

Broward County tells you that FAA dictates the noise and where the pilots go. That's the Broward County airport. They control the runways. They control what runway is used when and how and what time. All the traffic is controlled by Broward County Aviation, not by the FAA.

It is unnecessary in the way they've been using this runway now; and in the future, it's going to be a disaster.

Broward County citizens need to get together, get some honest politicians to stop this madness.

They're destroying the quality of life of thousands

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of people, and this can't go on. This -- money shouldn't trump the happiness of the citizens of Broward County.

UNIDENTIFIED SPEAKER: (Inaudible.)

(Applause.)

MAYOR RYAN: Our next speaker is Kirk Alexander, followed by Jay Smith, followed by Lori Escalona.

Kirk Alexander, Jay Smith, Lori Escalona. We'll go on to -- your name, ma'am?

MS. ESCALONA: Lori Escalona.

MAYOR RYAN: We're ready for you.

Before you begin, let's -- give her -- give her back those seconds.

Our next speakers after Ms. Escalona will be Troy Thomassen, followed by Commissioner Albert Jones, followed by Fatima Gervais.

MS. ESCALONA: My name is Lori Escalona. I live at 4537 Southwest 24th Avenue, which is about two blocks west of 95 right off Griffin Road.

My house is the only house on the block that has two floors. The planes fly directly over my house.

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If the other guy said 200 feet, then they must be a hundred feet over mine.

We first got our packet, invitation in January of 2012. We signed up. We were so grateful for the improvements that we were promised.

And there has been excuse after excuse after excuse why they can't do my house.

I was supposed to be in Group C. I was kicked out of Group C and put into Group G.

And when I asked the woman from the Aviation Department what would be the difference, her answer to me was A, B, C, D, E, F, G.

I have a college degree. I know my alphabet.

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

MS. ESCALONA: Wait, wait, wait, wait, wait. I've got 40 seconds.

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: Keep -- keep going.

MS. ESCALONA: I've got 40 seconds, right?

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When I bought the house, my daughter was two months old.

UNIDENTIFIED SPEAKER: Oh, (inaudible).

MS. ESCALONA: Okay? She's now three, and she runs under the table every time a plane flies over because she's scared of the noise.

UNIDENTIFIED SPEAKER: My God. Jesus.

MS. ESCALONA: Are you going to compensate me for the therapy bills?

UNIDENTIFIED SPEAKER: No.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. ESCALONA: We have the privilege to speak to --

MS. ESCALONA: Jacques.

MR. ESCALONA: -- Jacques, the director, (inaudible) that was here earlier, and we've been promised a lot of things and a lot of changes that we've been going to be taking care as soon it was possible. That's three years ago.

MS. ESCALONA: We're over it.

UNIDENTIFIED SPEAKER: Uh-huh.

MINUTES SECRETARY: Who's this gentleman? Is that

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(inaudible)?

MAYOR RYAN: All right. We have next Troy --

MR. THOMASSEN: Troy Thomassen.

MAYOR RYAN: -- Thomassen, followed by Commissioner Albert Jones, followed by Fatima -- is it Gineas?

MS. GERVAIS: Gervais.

MAYOR RYAN: Okay. Thank you.

MR. THOMASON: My name's Troy Thomassen. I live at 4711 Southwest 34th Drive.

I'm in a area that has about 62 decibels. Three or four houses down, they're in 65 decibels. Standing outside, it's almost the same. It's pretty much indistinguishable as far as the noise levels go, so I don't know how they determine one house is, you know, devaluated \$20,000.

We've heard people talk about if you sell your home, you're going to be competing with those same homes that are within the sales assistance program, and, you know, competing with same people that may have been paid off for the devaluation of their home.

But we live in America. This is a -- well, we'd

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hope -- a country that you get compensated when somebody does value or harm to the value of your properties. And I don't see that happening.

Some people have talked about when the first runway went in, that they had been compensated, or actually bought homes out. Maybe that should be looked at.

The other thing is, welcome to the land of big government. I used to be a window salesman for a custom window company. I could go in and measure the windows and doors on a house in about two hours. We could have them custom made, soundproof windows, and installed in about two weeks.

UNIDENTIFIED SPEAKER: Yes, sir.

MR. THOMASSEN: And \$20,000 would do a very large home. Probably about 20 windows.

The estimates that the FAA used as far as the settlement came to about \$80,000 per home. I don't see that happening. You know, you could have a window contractor. You could have a duct contractor come in and complete all the work within a number of months.

Where's the other half of the money go? Does the

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other half of the money go to all these studies and all this approval and all this 18 month --

UNIDENTIFIED SPEAKER: Oh, Jesus.

MR. THOMASSEN: -- time frame it takes to do this job? It's just incredible. Welcome to big government. (Applause.)

MAYOR RYAN: Our next speaker is Commissioner Albert Jones, followed by Fatima Gervais --

COMMISSIONER JONES: Good evening, Mayor. Just want --

MAYOR RYAN: -- followed by --

COMMISSIONER JONES: -- to thank you --

MAYOR RYAN: Commissioner, hang on just a second.

COMMISSIONER JONES: That's all right. I'll --

MAYOR RYAN: We'll start you over.

COMMISSIONER JONES: -- I won't be long.

MAYOR RYAN: And --

COMMISSIONER JONES: In fact, I'll let some others use my time.

MAYOR RYAN: -- third -- our third speaker is going to be George Gonanas.

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All right. Commissioner Jones --

COMMISSIONER JONES: Yeah.

MAYOR RYAN: -- we're ready for you.

COMMISSIONER JONES: Thank you, Mayor Ryan.

And to Mayor Salvino, I want to also say thank you for having this information meeting, and certainly give the people an opportunity to vent and also to bring about, maybe, some ideas that might go forward.

That's what I'm here about, is dealing with the information.

But before going there, I need to go on record that there are other communities and other neighborhoods in my community that have not voiced their concern, and that's dealing with Sun Garden Isles.

Since this new runway has gotten in and come in, they're being affected.

I want to let you know, Mayor, and to these people here, that I live in the southwest, which is College Gardens. I'm being affected by the noise, and I'm a good bit of a quarter mile away. And that's affecting many, many people.

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And many people here tonight are suffering, and they certainly need some relief, and we need to give that relief.

Let me date myself. 1995, I go back to that, City of Dania Beach and that interlocal agreement.

Let's go to the future, 2012, here, another interlocal agreement.

But what I'm here to say tonight is this. I'm also a Commissioner for the South Broward Hospital District, which is better known as Memorial Health Care. And I just want to say this. Nothing dealing with health, but I want to tell you that we have a system in place, it's an audit. And what we do, we audit all systems. That's programs, processes, you name it. It gets audited.

On a quarterly basis, that information is shared across the system. I, as a hospital Commissioner, get that information. I know what is happening within the system. Contracts, pensions, whatever it is, it get audited.

And I think Broward County need to do that. We need to have a person that is here that is non-partisan,

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neutral, ombudsman, that's getting the information to the people.

I heard tonight many people are saying didn't know about the meeting, don't understand what the -- the CAR is, the conveyance and release, don't understand about purchase assurance.

We need to get that, and that need to be reported and reported and given to the citizens.

I think if you do that, you'll cut down on a lot of rumors of the rumor mills, and, not only that, you get accurate information.

Last thing, and I know I'm over, is this. They already heard tonight that the toxic material that was found near -- in Trail's End, near one of our communities, which is Melaleuca Gardens, and only question I have is what did you know, when did you know it, and then, also, are we going to test the community, Melaleuca Gardens, to make sure that there's no health issues from this toxic?

So, again, thank you for having this session.
Thank you.

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MAYOR RYAN: Thank you, Commissioner.

(Applause.)

MAYOR RYAN: Next speaker is Fatima Gervais, followed by George Gogonis, followed by Lisa Morrow.

MS. GERVAIS: Great. Good evening. Major and ladies and gentleman here, Major --

UNIDENTIFIED SPEAKER: Mayor.

UNIDENTIFIED SPEAKER: Mayor.

MS. GERVAIS: -- Mayor, first, I will like to remind you that you were an elected official, that all of us voted for you in order to represent our benefit in -- the benefits of the community in front of everyone.

Obviously, you have the community not happy, and we need you to step up and do what your -- need to do in order to have your constituents happy.

The noise, it's absolutely incredible. I don't know where you live, but if you go and stay 24 hours where everybody of these people live, you will realize that it's -- that you cannot -- you cannot live there.

All these people need a relief. They need a remedy.

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Obviously, the remedy of getting the noise mitigation is not enough. People want the cash for their homes.

Let's try to find a way of have your constituents, the people that voted for you, happy.

What's going to happen next election? We want people that need to help us really get the -- get a solution for everybody, and we need to get a -- a remedy that it will help all of us.

I still have 28 minutes -- 20 seconds, and I will -- and I just don't want to go. You know, I waited a long time.

(Laughter.)

MAYOR RYAN: We'll give you an extra 15 seconds. You're on a roll.

MS. GERVAIS: No, but seriously, it's an issue. My pets have -- they have a stress. We all have a stress. And it's -- we have to do something. We -- I don't want to live here anymore. I just want my money back.

It's not a place to live, unfortunately.

UNIDENTIFIED SPEAKER: (Inaudible) airport

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(inaudible).

MS. GERVAIS: What can we do, you know?

MAYOR RYAN: Thank you.

UNIDENTIFIED SPEAKER: Thank you.

(Applause.)

MAYOR RYAN: Next speaker, George Gogonis, followed by Lisa Mavro, followed by Valerie Conzo.

Your name, ma'am?

MS. MAVRO: Lisa Mavro.

MAYOR RYAN: We're ready.

MS. MAVRO: I'm a commercial airline pilot.

UNIDENTIFIED SPEAKER: Uh-oh.

MS. MAVRO: But I'm out of Miami.

(Laughter.)

MS. MAVRO: But I understand with the FAA versus the -- the tower. When they say, maintain runway heading, if the wind is coming from the north, the plane will push to the south, which is why I am on 29th Terrace, south of Griffin, and I am not in any of the zones.

The last thing I want to hear is an airplane on my

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day off.

And I will probably move. I am not in any kind of sales assistance, but I understand when it's an -- when it's instrument -- when it's bad weather and you can't see, that's when the FAA would maintain and give you of the routes that the planes fly.

But when it's good weather, as it is most in south Florida, that's when the tower takes over and will say maintain a runway heading.

And, again, if the wind is from the north, which it typically is, if they are taking off west, it will just come -- they'll -- the maintaining the runway heading, same thing as a boat with the currents, and everyone maybe can understand a boat. If the -- if the currents are coming that way and you're going this way, you're going to end up over there.

And that's what's happening with the south. If you can do a maintain a runway track, then they will tilt, as a boat does, and adjust with the currents.

But the way it is now with how they're doing it, it's getting a lot of the south of Griffin and it's

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unlivable.

Thank you.

MAYOR RYAN: Thank you.

(Applause.)

UNIDENTIFIED SPEAKER: (Inaudible.)

UNIDENTIFIED SPEAKER: There's the facts.

MAYOR RYAN: Next speaker is Valerie Conzo, followed by James Moore, followed by Jeff Cohen.

MS. CONZO: Good evening, everyone. My name's Valerie Conzo. I'm a local attorney, and I'm a resident of the development Oak Ridge.

We've had a few other residents from our community speak. I don't want to repeat the same things that everyone else has said, but I do feel it is important to reiterate some points so that the Mayor can know the problems that we are facing, and to emphasize the points that there are numerous residents that are affected by this new runway that are not included in any of these diagrams that we've seen, and that the problem is very, very significant.

I bought my house in Oak Ridge 11 years ago because

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it was a nice, quiet community with no noise issues. It was not -- the airport was never a thought, never a problem.

And when I heard about the new runway construction, I sympathized for the other residents that we've heard here tonight, people who lived in Dania and some of these other areas. But I never thought for one moment that it would ever pose a problem for me, because we never heard any planes in my community.

It came as a complete surprise to me around Thanksgiving, as some of these other residents talked about. This past Thanksgiving, I hosted my first Thanksgiving dinner. I was very proud to be having tons of family and friends over.

I won't be having Thanksgiving at my house this coming year. Instead, I've been dealing with planes at my house all hours of the days and nights, on the weekends.

I'm not home there during the day. Fortunately, I'm at my job. Unable to, though, focus, because I don't get any sleep at night because the planes are

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overhead at 1:00 a.m., 2:00 a.m., 5:00 a.m.

It's not really good to have no sleep and trying to function as an attorney and do good work for your clients.

The planes fly so low overhead that you can hear the roof rattling and my home shaking, but yet I'm not on that picture we saw of the supposed flight path that the planes are taking. I'm not in the zone where there's assistance in selling your home or getting, you know, noise help -- help with the -- the noise and sound mediation.

I'm calling on the Mayor to redo the decibel level testing on behalf of all of the residents who've shown up tonight, and all of the people in the surrounding communities who've complained about the levels of the noise that they've been hearing and who are not included in those zones that they showed us today, and to retest the -- the decibel levels and the flight paths, because too many people have shown up today and said the planes are over their heads, yet they're nowhere to be seen on that graph.

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MAYOR RYAN: Thank you, ma'am.

(Applause.)

MAYOR RYAN: Next speaker is James Moore, followed by Jeff Cohen, followed by Cynthia Baker.

MR. MOORE: Good evening, sir. Good evening, everyone, especially --

MAYOR RYAN: Your name? Your name, sir?

MR. MOORE: Yeah, James Moore --

MAYOR RYAN: Thank you.

MR. MOORE: -- Town of Davie. I live in east Davie there. You came by one time, shook my hand. I put a sign in the yard for you, so --

(Laughter.)

MR. MOORE: -- good to see you. I know, you -- you see a lot of folks. You're not going to -- I -- I didn't have the beard back then, probably, too.

And just so you know, I'm -- I'm running for Town Council right now in Davie, because the gentleman who was here and the rest of the Davie leadership did not fight with Dania. I apologize to our Dania neighbors for them not doing that. Believe me, that will change.

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Sounds like you got a bunch of lawsuits that might be coming up here. I don't want to be you, having all those depositions and all that other fun stuff going on, so let's go ahead and find some solutions.

You know, we had a pilot here giving us one solution.

I know, you know, the airport authority says they don't have control, you know, that it's the FAA. Well, if it is the FAA, let's get them here. Let's get some people who have control.

You know, I mean, does Debbie Wasserman-Schultz, does she have some pull over the FAA at all? Who -- you know, let's get some folks here who do.

And I'll tell you what. If you go ahead and do that and get these folks, get them taken care of, you've got an army of people behind you. They just need you to fight for them.

So thank you very much.

MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Next speaker -- next speaker if Jeff

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Cohen, followed by Cynthia Baker, followed by Luis Guerrero.

Are you --

MS. BAKER: Hi.

MAYOR RYAN: -- Ms. Baker?

MS. BAKER: Yeah, yes. Cynthia --

MAYOR RYAN: Hi.

MS. BAKER: -- Baker. Hi.

I just stayed -- I'm probably number 90 or something like that, but I wanted to be sure to put my neighborhood on the list of these neighborhoods that are not included in the map.

I live in Hollywood in the northern edge of the lakes -- Hollywood Lakes District. I'm south of Sheridan, and I'm probably five miles from the airport.

And, you know, the -- one thing this meeting demonstrates is that the map is seriously flawed. And I think things really need to stop. Stop. Just stop until these -- this map is redone and these residents get some satisfaction.

Thank you.

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MAYOR RYAN: Thank you.

(Applause.)

MAYOR RYAN: Next speaker is Luis Guerrero,
followed by Thomas Lathrop, followed by James Ruggles.

Luis Guerrero?

UNIDENTIFIED SPEAKER: No.

MAYOR RYAN: Thomas Lathrop?

All right. Mr. Ruggles, I know you're right here
on row 1. Why don't you come on up?

MR. RUGGLES: Thank you. I heard you say James --

Thank you, Mr. Mayor. My name's Wesley Ruggles.

Progress has raised its ugly head here. We have
seen the citizenry severely disturbed by the results of
this airport.

Unfortunately, the agreement to construct this
airport came with some predictable consequences. Those
consequences are noise pollution, sound, all of the
other factors that we hear you all complain about, we
should have known about, but did not accept them because
we were promised that whatever that could be done,
conceivably, and with money, would try to make -- try to

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balance the -- the injustice.

That shows that, fortunately, that bad element works in our favor. It tends in the legal sense to prove the culpability of the associations that allowed this airport to happen.

For example, in sound mitigation for the homes, it's been agreed with great plans that so amount of -- certain amount of money would be set aside for each home because the citizenry has been affected seriously. Their lives have changed.

It does not address, unfortunately, our outdoor lives, but inside, they're going to have to quiet these houses down.

Well, it proves an element of law, prima facie, that culpability is provable.

I have done some inquiry. I have good attorneys in Los Angeles who are not in this district. I have also spoken with the press, investigative press.

So with this feeling that we have a very good chance of dealing with this through the courts, rather than wait for politicians to do it, I have applied for

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and received a -- a domain name. And I called it noiseabate.org. N-o-i-s-e-a-b-a-t-e. Noiseabate.

The website is not up yet, but if you'd watch it, anyone who would like to get together on it, I will share with you the information I know.

There is a constitutional issue here which no one has mentioned tonight.

UNIDENTIFIED SPEAKER: Yes.

MR. RUGGLES: So thank you very much for the -- have I run over that far? I'm --

MAYOR RYAN: You're a minute over.

MR. RUGGLES: -- so sorry.

MAYOR RYAN: Thank you, sir.

UNIDENTIFIED SPEAKER: Is that -- is that tyranny? The constitution issue?

(Applause.)

UNIDENTIFIED SPEAKER: Thank you.

UNIDENTIFIED SPEAKER: What was his name?

MAYOR RYAN: That completes the public comment portion.

I want to make two reminders, and then I'm going to

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have a -- a short discussion with Mr. George.

And, first off, this presentation will be available on the -- the website tomorrow of the Aviation Department. It's www.fll.net.

MR. ROSS: Sir, could I ask one question?

MAYOR RYAN: The -- the -- let me -- let me finish this, and then I'll -- I'll recognize you.

MR. ROSS: Thank you.

MAYOR RYAN: The -- the minutes will be transcribed and will be available next week on the same website, www.fll.net.

Sir, you had a question?

MR. ROSS: Yes. Mark Ross again.

In '95 you had the interlocal agreement where the airplanes are supposed to take off to the east. What happened to that? Why did it change?

MAYOR RYAN: Mr. George, do you know about a -- an interlocal agreement --

MR. ROSS: They're supposed to take off --

MAYOR RYAN: -- with regard to the --

MR. ROSS: -- (inaudible) the South --

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MAYOR RYAN: -- to --

MR. ROSS: -- Runway was to take (inaudible).

MAYOR RYAN: I think what this does, it kind of dovetails into the larger question that I had written down, which was about planes that are turning north when they are leaving the North Runway and planes --

MR. ROSS: No.

MAYOR RYAN: -- that -- well, let me get -- I'll get into that.

Planes that are turning north when they're leaving the -- the North Runway and planes that are turning south when they're leaving the South Runway.

Now, your question was --

MR. ROSS: Originally, on the interlocal agreement at -- in '95, I talked to Bob Mikes. I don't know if he's still here, but they had an agreement where the -- the South Runway was supposed to be mainly a takeoff runway. Everybody in the neighborhood thought that. I wouldn't have even stayed there this long. I didn't -- I mean, I didn't know this was going to happen.

MAYOR RYAN: All right. Are you familiar with any

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kind of language in the interlocal agreement that South Runway would be used --

MR. GEORGE: Yeah.

MAYOR RYAN: -- for takeoff? Okay.

MR. GEORGE: There was language in the original 1995 --

MR. ROSS: (Inaudible.)

MR. GEORGE: -- interlocal agreement that restricted operations to going north or going south on -- on a runway regardless of wind condition and so forth.

That -- that interlocal was not -- I wasn't here. I don't know how it got through. And it wasn't coordinated with the FAA.

The interim interlocal and the final interlocal that we now have has been coordinated with the FAA, and the FAA has signed on to the interlocal. And that's why you see the restrictions on -- the voluntary restrictions on the runway.

You -- you know, I see a gentleman back there going like this (indicating) back and forth, but, you know, if I had control over the air space, we would be doing a

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lot of different things.

I don't have control over the air space. FAA has control over that.

MAYOR RYAN: All right. But if that's (inaudible).

MR. ROSS: You're -- you are here because Broward County invited the airport here, and everything to do with the airport is Broward County. They voted for it in 1990 with every -- with this room full of more people than were here tonight.

UNIDENTIFIED SPEAKER: No answer.

MR. ROSS: And they put it through.

MAYOR RYAN: All right.

MR. ROSS: And you are stuck with it. But, you know, let us go. I want to go. I can't stay here, please.

MAYOR RYAN: All right. I wanted to just go ahead and -- and, you know, there was a discussion about -- that I thought was interesting with regard to the planes, when they're reaching a certain altitude that they're turning, the north -- the planes that are going off the North Runway are turning north, and the planes

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that are going off the South Runway are turning south. You know, they're staying on a straight headway for a -- either an altitude or a distance, and then they're turning off.

Do you have any comment? Is there -- is there some kind of requirement with regard to spacing of these air routes that requires that?

MR. GEORGE: Well, first thing, there's spacing, and there's also safety. And that's one of the things we're looking at with the FAA, and we've asked them to explore that as to bringing those in a little bit closer, seeing if we can keep the aircraft in a -- going straighter before they make their turn, go higher.

And we -- we've -- we're waiting to hear back from them. And they're -- they're working on it.

I just can't give you an answer of what exactly they're going to do.

MR. ROSS: There's no reason that North Runway has to go south --

MAYOR RYAN: All right.

MR. ROSS: -- when they take off to the west.

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MAYOR RYAN: There was a -- there was also a question that I made note of. These are some of the general questions that I wanted to follow up with after all of the speakers had an opportunity to be heard.

There's -- there's, you know, some question as to why, in the sales assistance program, there's a limitation on the number of homeowners that can participate.

So if a homeowner doesn't want to go in the conveyance and release where you -- you sign a -- a release, which is, as you said, equivalent to a -- to an avigation easement and then if your -- you know, if you had the sound mitigation, then you get a -- a cash payout of like 14 and a half percent of the value of your home, and if you didn't have the noise insulation of your home, then you get a payout that's about 22 percent of the value of your home.

So if somebody doesn't want to -- to get that payout and stay in their home, they want to just sell it, there's a limitation on the number of homes.

Now, why -- why does Broward County -- or why it is

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in the agreement, the -- the latest agreement with the City of Dania Beach, that there's a limitation on the number of homes that can participate at any one time in that sales assistance program?

MR. GEORGE: Under the federal regulation, there's what's called an absorption study that's done on the sales of homes in the region that they -- that they're being sold in.

At one time, it was 17 or 14. I don't know what it is now, because we redo it every year. I think we're in the process of redoing it now, but I'm not sure.

And whatever the absorption study says, I think it was up to 22 homes. So what that means is that there can be at any one time 22 homes on the market.

Once a home is sold, another one'll be put into it. And that keeps the -- according to the experts, the price from collapsing, as everybody else made some comments that may happen.

But that absorption study is required. We have to follow that in accordance with the Uniform Relocation and Real Property Assistance Act.

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UNIDENTIFIED SPEAKER: With that said, on the day the runway opened, I checked my property value on Zillow, and it was 170,000. I checked it yesterday. It is 146. So I am a big investor in this runway, and I'm certainly not compensated for my loss, because I'm not at 65 decibels.

MR. GEORGE: I can't talk to Zillow.

MAYOR RYAN: All right. Okay.

UNIDENTIFIED SPEAKER: The only thing can do is sue you.

MAYOR RYAN: All right. Another -- another question that had come up is -- is many of these residents are -- are -- many of the residents in the affected noise contour area still do not have the noise insulation program. They're not in the program yet, or they're not -- they haven't had the -- the noise insulation retrofit into their home.

Now, originally I think the County was on a -- a pattern or a -- a schedule of 200 homes, and you've said that I guess it's been doubled up to 400 homes.

Some people have asked, well, why can't we -- you

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know, are we -- are we not paying contractors enough or what's the problem? Why is there some limitation on the number of homes that we can put into this program, put into the sound insulation program.

What -- what constraints does the County have that, you know, requires this, that we only -- we only can do 400 a year?

MR. GEORGE: Right now, there's a capacity problem of what we can get, and the second thing is that has to do with it is a quality problem.

We want to make sure -- and this is very, very important, and that's where you've heard -- I -- I don't think that we've gotten more than three or five complaints on the entire program that we've gone so far with the sound insulation program.

Quality is so important to make sure that every day we get in there and we close the place up, it has to be done within ten days, has to follow the requirements, and so forth.

As to a expansion, we'll see what the -- by -- by going out and -- and soliciting up to 400 homes now this

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year, we'll see if we have a capacity problem.

Right now, we think that there will be a capacity problem, and we don't want to ruin the quality problem -
- portion of that program.

So we're trying to keep that going on that end.

UNIDENTIFIED SPEAKER: It is true that there are --

MR. GEORGE: Just a second. Just a second. A gentleman has his hand up.

UNIDENTIFIED SPEAKER: Is the capacity you're talking about the manufacturing of the windows?

MR. GEORGE: No, not at all. I'm talking about the --

UNIDENTIFIED SPEAKER: There's two plants in the whole country, in Minnesota and North Dakota.

MAYOR RYAN: No, no, he just said no, it's not --

MR. GEORGE: It's not the --

MAYOR RYAN: -- the ability to obtain the windows. That's not the capacity.

UNIDENTIFIED SPEAKER: Is it the amount of work to be done?

MR. GEORGE: No. The contractors to get the work

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done.

MAYOR RYAN: See, under the -- under the -- under the Code of Ordinances of Broward County, there's a procurement procedure, and the contractors have to go through the procurement procedure, and that's why they're --

UNIDENTIFIED SPEAKER: Can we -- can we duplicate? Can we get more channels going?

MR. GEORGE: We -- we just -- we're moving from 200 to 400.

MAYOR RYAN: Right. All right.

UNIDENTIFIED SPEAKER: Yeah, well, you're not living in it, sir.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MAYOR RYAN: All right. Okay.

MR. GEORGE: Okay. See --

MAYOR RYAN: All right. See --

MR. GEORGE: -- Tim, it's -- you're going to lose it.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MAYOR RYAN: All right.

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UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: All right. So the last question that I wanted to -- to pose, and before I pose this last question, I do want to say thank you to our Mayor Marco Salvino. He is the -- really the -- the person who made the big push to -- to establish the meeting.

He and I had a number of conversations, and he felt that it was incumbent that we have a meeting where everybody could get in one room and -- and be able to try to understand where we are, you know, in this conveyance and release program, sound insulation, and what has happened, I guess, on the ground with -- you know, when the flights have actually increased significantly, with larger planes, and more increased flights.

So it was his request that we put this together. So thank you, Mayor, for that -- that idea.

(Applause.)

MAYOR RYAN: All right. The last -- the last issue I'm going to bring up before we conclude this meeting is that there was a number of people that talked about

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wanting to redress their -- their legal rights and being very unsatisfied with what's happened with the expansion of the airport.

I in no way want to dissuade any person from retaining an attorney and -- and, you know, utilizing whatever legal rights are available to you.

And it's my understanding, Mr. George, that persons can -- can participate in the noise insulation program and still retain their legal rights as to any inverse condemnation, diminished value of their home, or the rest of it.

Is that true?

MR. GEORGE: During the sound insulation program, you do not abrogate any of your rights.

The only time you would abrogate a right and sign over an avigation easement or a conveyance and release is upon either a sales assistance or following the CAR program, and we will then get an avigation easement.

Up to that time, you -- you -- you have your free right.

MAYOR RYAN: With all -- yeah, to --

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UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: -- to address any legal rights that you have.

AGENDA ITEM 5 - CLOSING REMARKS - MAYOR TIM RYAN

MAYOR RYAN: This is going to conclude the meeting for this evening.

If you have -- we're going to go ahead and we're going to put the --

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RYAN: Just a minute, sir. Just a minute.

We're going to go ahead and we're going to put a number of -- of additional statements that are going to be on the website based upon notes that were taken by -- by Aviation, by the Aviation staff.

And I will go ahead and I will address you personally after the end of this meeting with whatever questions you have.

Thank you all so much for coming.

UNIDENTIFIED SPEAKER: Thank you.

(The meeting concluded at 9:16 p.m.)