

Preamble

The City of Fort Lauderdale has adopted these Minimum Standards for the following reasons:

- To benefit the public and to promote aviation and aeronautical activities while complying with the Airport Rules and Regulations.
- To promote the health, safety, and welfare of the users of Executive Airport.
- To ensure that a high level of quality and service is maintained by any person offering or desiring to offer aeronautical services at the Airport.
- To provide a basis for determining that all Operators and potential Operators are treated in a fair and nondiscriminatory manner.
- To publish and make known the minimum requirements that must be met by anyone desiring to conduct a Commercial Aviation Service on the Airport.

Introduction

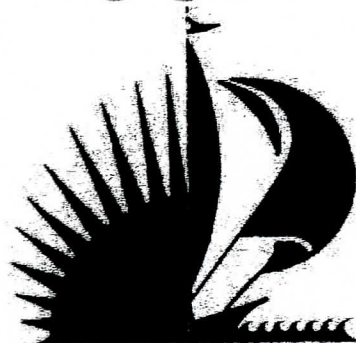
The F.A.A. strongly encourages airports to develop and adopt standards to establish the minimum acceptable qualification of participants, level and quality of service, and other conditions, which will be required of those proposing to conduct commercial aviation activities at the Airport. The requirement to impose standards on those proposing to conduct commercial activities on a public airport relates to the public interest and provides protection from irresponsible, unsafe, or inadequate service.

The adoption and enforcement of such standards ensures that the Operator is reasonably fit, willing, and able to discharge both its service obligations to its patrons and its economic obligations to the Airport community and thereby protect established commercial enterprises, the aviation user, and the public. The standards established for any particular commercial aeronautical activity must be relevant to that activity, must be reasonable in scope, and must be applied objectively and uniformly. Standards, thus established and applied, promote economic stability by discouraging unqualified applicants and fostering the level of service desired by the public.

Purpose

The regulations prescribe Minimum Standards for the conduct of Commercial Aviation Service Operators at Fort Lauderdale Executive Airport and specify the content of certain clauses that will be included in lease/agreements permitting the conduct of such activities.

COPY



The City of Fort Lauderdale
Executive Airport



MINIMUM STANDARDS

2008

SCHEDULE OF AIRCRAFT

DESCRIPTION OF AIRCRAFT					
No.	FAA Cert #	Serial #	Year/Make/Model	Seats (Crew/Pass)	Insured Value
1	N9690R	BA-494	1960 Beechcraft 18	1/1	\$75,000
2	N737SW	BA-402	1959 Beechcraft 18	1/1	\$75,000
3	N122AW	31-7652135	1976 Piper PA-31-350 Chieftain	1/9	\$250,000

PHYSICAL DAMAGE COVERAGE				
No.	Deductibles		Physical Damage Coverage	Premium
	Not In Motion	In Motion		
1	\$5,000	\$5,000	F. All Risk Basis	\$4,125.00
2	\$5,000	\$5,000	F. All Risk Basis	\$4,125.00
3	\$5,000	\$5,000	F. All Risk Basis	\$8,750.00

TOTAL PHYSICAL DAMAGE PREMIUM \$17,000.00

AIRCRAFT LIABILITY COVERAGES					
No.	Single Limit Bodily Injury & Property Damage	Passenger Liability	Passenger Liability Limited To		Premium
			Each Person	Each Occurrence	
1	\$1,000,000	Included	100,000	200,000	\$3,500.00
2	\$1,000,000	Included	100,000	200,000	\$3,500.00
3	\$1,000,000	Included	100,000	1,000,000	\$7,000.00

TOTAL AIRCRAFT LIABILITY PREMIUM \$14,000.00

MEDICAL EXPENSES				
No.	Including Crew	Each Person	Each Occurrence	Premium
1	Yes	3,000	6,000	Included
2	Yes	3,000	6,000	Included
3	Yes	3,000	30,000	Included

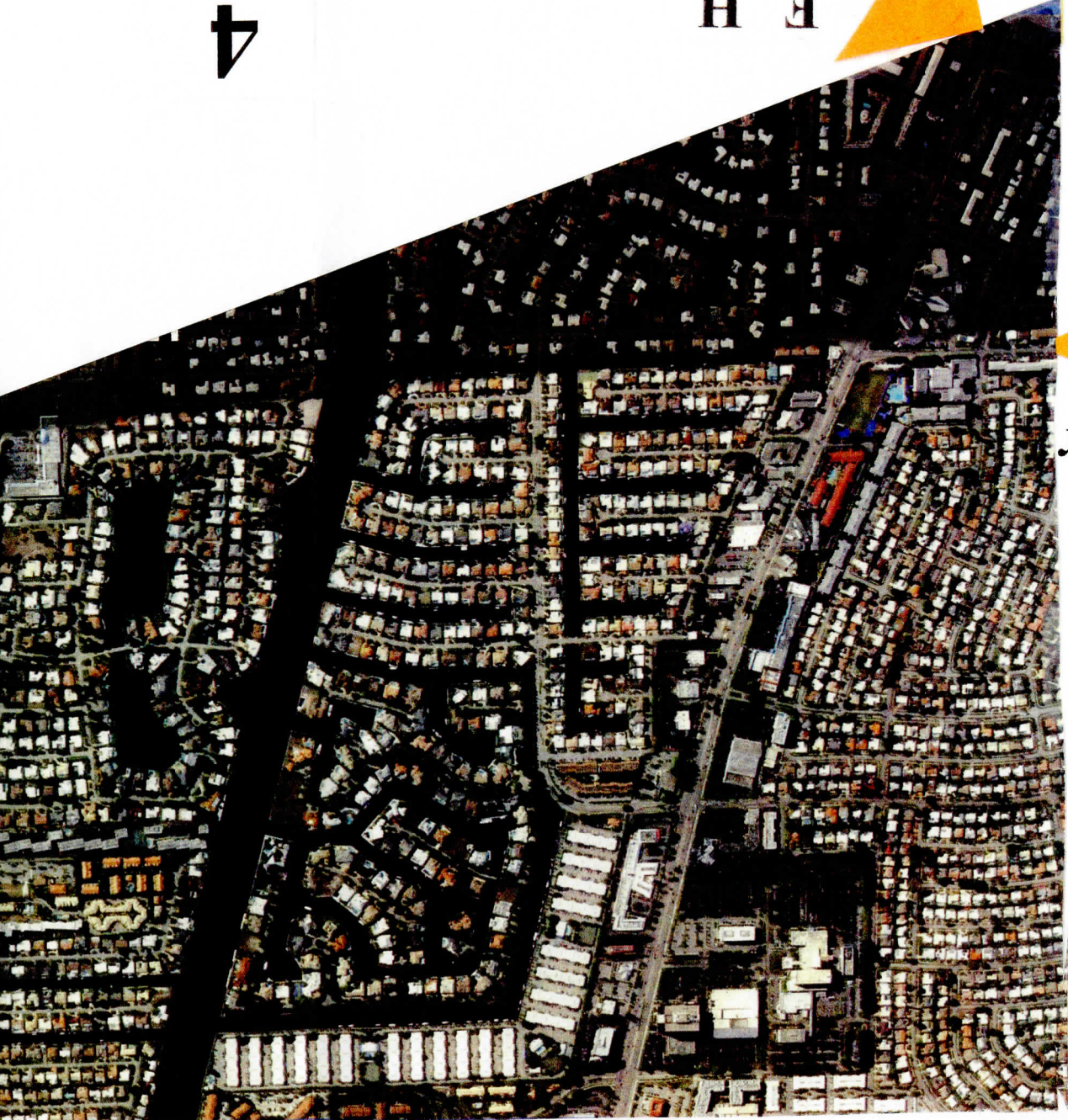
TOTAL MEDICAL LIABILITY PREMIUM \$0.00

EXPANDED PORTION



SCHEDULE OF AIRCRAFT

DESCRIPTION OF AIRCRAFT			
No.	FAA Cert #	Serial #	Year/Make/Model
1	N9690R	BA-494	1960 Beechcraft 18
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June 13, 2005 Crash
1952 DC-3 Cargo
aircraft with passenger
3:50 PM
NE 56th Street

D
E
H
W
X

4

1

**Mayor Seiler, Commissioners, citizens of Fort
Lauderdale, Good Evening**

**I am Paul F Renneisen of 3111 NE 57th Court,
Fort Lauderdale, Florida, 33308, a resident
since 1993.**

**I am here to ask the commission to Encumber
\$ 3 Million dollars of the General Fund,
Page 53 of the FY2015 proposed General
Fund budget, adding \$ 3 million to reserves
other for a Reserves-Other of \$ 3,888,679.00.**

**The additional \$ 3 Million dollar
Encumbrance is to Protect Fort Lauderdale
homeowners in the Event of an aircraft crash
into their seawalls. The encumbrance is a no
cost item unless There is a crash of an aircraft
into one or more seawalls.**

**Aircraft crashes have occurred in Fort
Lauderdale. The City Commission has
adopted standards For commercial flights at
Fort Lauderdale Executive Airport, FXE, as
shown on the overhead slide.**

Seawalls are NOT covered by Citizens

Homeowners insurance policies. USAA, an

approved Florida Homeowners insurer

verified there is no homeowners coverage for

Seawalls even when seawalls are destroyed

in an aircraft crash.

(FLIP SLIDE TO 2)

Fort Lauderdale Executive Airport 2008

Insurance Standards are out of date. Today's

real estate prices far exceed post downturn

2008 prices. Claims for immediately needed

seawall repairs will be combined with loss of

**life, property damage, and other claims
exceeding the payable amount set in 2008.**

(FLIP SLIDE TO 3)

**Citizens watching tonight may be wondering
what the likelihood of an FXE crash is?**

**A better question would be, Will the
insurance policy of the aircraft operator
Payoff or payoff before daily sea tides take
out the foundation of your home?**

G

The insurance certificate you see on the overhead projector is for “charter” operations. If an insurer can show that the operator was conducting scheduled operations in violation of public law 49 U.S.C 47102 paragraph 8, and City Commission standards, the insurer may not pay at all.

Please note the age of two aircraft that fly daily service at FXE on the certificate you see on projector. The aircraft were built in 1959 and 1960.

and 1960

(FLIP SLIDE TO 4)

This last slide shows the location of the last crash near our community. The aircraft was a DC-3 built in 1952. The NTSB found the owner neglected to perform adequate maintenance on the aircraft.

Enforcement of FXE flight standards appear to be lacking before the crash.

The FAA has enforced standards after crashes as in the Teterboro, NJ General Aviation incident.

There is a long history of such violations in the United States but unless the Commissioners officially file a request for FAA enforcement, “anything goes” as one prosecutor charged in the Teterboro trial.

Operating scheduled cargo and passenger transport without the appropriate insurance and FAA approval gives unfair advantage to FXE operations competing with Fort Lauderdale Hollywood Airport.

FXE scheduled operations put the City and us, the citizens, at risk to be out-of-pocket for repair of crash damage since our homeowners policies to not cover seawalls.

Do protect the community. Encumber \$ 3 million dollars of the General Fund in the event it is needed for Fort Lauderdale citizens.

I sincerely hope it is not needed.

Thank you Mayor Seiler, Commissioners and Fort Lauderdale.