



Technical Advisory Meeting Master Plan Update St. Lucie County International Airport Meeting Minutes



Date: January 27, 2009 @6:00 pm EST

Subject: Master Plan “Kick-Off” Meeting

Attendees: Attached Sign-In Sheet

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The meeting minutes provide a summary of the information and comments provided during the Technical Advisory Committee meeting. SHOULD YOU DISAGREE WITH THE INFORMATION IN THIS RECORD, PLEASE ADVISE IMMEDIATELY (TFantinato@lpagroup.com). A copy of the presentation will be provided on the project website (www.stlucieco.org/airport). Thank you.

I. Project Introduction

Ms. Diana Lewis, AAE, Airport Director welcomed everyone to the meeting and thanked them for their participation in the master plan process. She also requested that everyone introduce themselves to facilitate discussions associated with the Master Planning Process.

II. Sunshine Law

Ms. Heather Young, Assistant County Attorney, discussed the Sunshine Law Requirements to the Technical Advisory Committee. All members of the Committee are subject to the Sunshine Law, which provides that any records made or received by any public agency in the course of its official business are available for inspection, unless specifically exempted by the Legislature. As part of this process, TAC members are to:

- a. Refrain from discussions about the master plan with each other outside the official meetings.
- b. Discussion of topics should be between Committee members not with members of the public or press.
- c. Any questions should be directed to the County Attorney’s Office at 462-4411.

III. Additional Meetings

- a. As part of the master plan process, the Technical Advisory Committee will meet at least three additional times during key milestones (i.e. Facility Requirements, Alternatives, and Implementation/Financial Feasibility).
- b. Two County Commission Meetings are planned: one at the end of the Master Plan Process and one which is open/“floating”, which will be held at the discretion of the Board of County Commissioners.



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- c. One County Commission Workshop is planned during the Alternative Development section of the master plan process (November 2009 timeframe).

IV. Goals of the Master Plan Update

- a. The goals outlined in the presentation are merely a starting point and are consistent with the requirements delineated by Federal Aviation Administration and Florida Department of Transportation in their master plan guidance.
- b. The goals are “not set in stone”.
- c. Input from the Technical Advisory Committee is welcome, and will be included in the master planning process.
- d. Note: all comments will need to be provided in writing to facilitate the master plan process.

V. Technical Advisory Committee Meeting Review and Comment Period

- a. The Technical Advisory Committee Members will receive a hard copy approximately 1 week prior to each planned meeting, and will have two weeks following the meeting to provide comments.
- b. Comments may be provided via e-mail, fax, mail or through the website since all comments must be received in writing.
- c. The working papers will also be posted on the County’s website for initial review.
- d. Members will be notified once the website is available.
- e. Any members of the public who attend the TAC meeting will be provided comment cards if they wish to provide comments.
- f. If members of the public wish to speak during the Technical Advisory Committee meetings, they must notify staff and the consultant prior to the meeting and comments will be limited to three minutes if time is available prior to conclusion of the meeting.

VI. Future Development

- a. Foreign Trade Zone – only one in Treasure Coast area and potential economic generator for region.
- b. Acreage of airport is considerable compared to other public airports within the region (3,660 acres total)
- c. Florida Aviation System Plan (FASP) predicts that St. Lucie County International Airport (FPR) will provide commercial service by the year 2020.

VII. Questions and Comments

This section provides a summary of questions and comments that were discussed during the technical advisory meeting.

- a. How does the County Comprehensive Plan and Airport Master Plan work in concert with each other?
 - i. LPA will review a copy of the County Comprehensive Plan.



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- ii. LPA will meet and coordinate efforts with county planners.
 - iii. Airport master plan update, after approved by Board of County Commissioners, will be incorporated into County's Comprehensive Plan.
 - b. Ms. Diane Andrews also recommended that LPA as part of the Master Plan process look at the information in the recently published Evaluation and Appraisal Report (EAR), which was adopted October 28, 2008, after several public workshops.
 - c. How does forecasting include passenger airport (commercial service)?
 - i. LPA will look at typical commercial service airports and Federal Aviation Administration (FAA)/Transportation Security Administration (TSA) requirements to identify commercial facility needs at St. Lucie County International Airport.
 - ii. Important to size your facility correctly as well as provide room for expansion.
 - iii. The Master Plan will identify basic requirements as outlined by FAA, Department of Transportation (DOT) and TSA.
 - d. Existing conditions inventory – do you look at what contributes to that condition?
 - i. Yes, it provides the baseline and the background for future development.
 - ii. LPA looks at the forecast today and 5, 10, 15 and 20 years into the future.
 - iii. LPA also looks at other airports during the demand/capacity evaluation to determine lost revenue – opportunity costs. This is an additional step not required by FAA. Opportunity costs may demand a proposed development based upon lost revenue, jobs, etc. (Facilities may limit operations which negatively affect businesses both on and off the airport.)
 - e. How does environmental inventory relate to Master Plan Update?
 - i. Literature review of state and county maps plus aerial wetland delineation.
 - ii. Limited field verification since LPA works at the airport on other projects to verify the presence of wetlands and/or endangered/protected species.
 - iii. Wetland boundary will be done during the environmental assessment or design and construction phase.
 - f. What happens to projects already scheduled for funding?
 - i. Projects continue on since they are already in the funding cycle.
 - ii. There was a discussion on the possible strengthening of Runway 9/27 to 85,000 lbs. Note: Mr. Hambleton of Volo Aviation stated that 85,000 lbs DW is required to meet stringent insurance requirements.
 - iii. The Airport Director advised the committee that any strengthening of Runway 9/27 is a Board of County Commissioners decision not that of the Technical Advisory Committee. The Committee is only to recommend improvements/changes and give input to the Board as part of this master plan process.



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- iv. Some TAC members were concerned about the large gap between scheduled TAC meetings. However, as part of the master plan study, the existing and future critical airplane(s) will be identified as part of the Inventory and Forecast Analysis section of the report (February 2009).
 - v. An evaluation of runway requirements including length, strength, separation, etc. will be evaluated during the demand capacity and facility requirements section of the master plan report (Working Paper 2).
 - vi. Discussions should not be conducted on the web site since violates Sunshine Law.
- g. How does this committee influence the direction of the plan and critical projects?
- i. The Board of County Commissioners makes the final decision.
 - ii. Comments from the Committee (both the Board and Technical Advisory Committee) will be incorporated and addressed by LPA.
 - iii. If a recommendation is made based upon input from the Technical Advisory Committee, it will be documented as such to provide support for recommendation to the Board.
 - iv. Not all Technical Advisory Members will agree. So, recommendations which are highlighted in the master plan update will be based upon a majority vote amongst TAC members.
- h. Key Air Concerns:
- i. Lease 58 acres at the Airport.
 - ii. Intends to have a completion center (generate jobs) to accommodate corporate aircraft of 85,000 lbs or less.
 - iii. A planned overlay of Runway 9-27 is "in the works" for 2009. The cost of the overlay is approximately \$4.2 million, and pavement strength would remain at 60,000 lbs dual wheel. However, to increase the dual wheel weight of the Runway 9/27 to 85,000 lbs only requires an additional \$200,000. The 60,000 lb. pavement strength constrains operations and development at the airport.
 - iv. Cargo operations will be weight restricted if they operate at the Airport since aircraft fully loaded are above 85,000 lbs. (i.e. B737).
 - v. Keep St. Lucie International Airport as a friendly GA and Corporate Airport.
 - vi. Vero and Stuart airports both have dual wheel pavement weights over 100,000 lbs (115,000 and 105,000 lbs, respectively).
 - vii. Category 4 aircraft (newer corporate jets) much quieter than predecessors.
 - viii. Insurance requirements limit use of the airport and also impact revenues (limited useful load).
 - ix. Concern that proceeding with the runway rehabilitation project as currently designed will limit the airport's ability to obtain funding for a runway pavement strengthening project during the next ten years.
- i. What is the vision of the Airport?



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- i. Lack of proximity to a full, functioning airport.
 - ii. LPA does not drive the long-term vision of the airport. The technical advisory committee, users, public and finally the Board of County Commissioners determine the long-term vision in concert with other County/regional development.
 - iii. LPA will provide support and recommendations related to the long-term vision.
 - iv. There should be an alternative to address a full, functioning airport (i.e. commercial service), and how that can be achieved.
 - v. IRC, Scripps, and ADC – have to figure out a way to move people around. Is there an alternative to sending them to Melbourne, Palm Beach or even Orlando International?
- j. How do you address the concern about moving people (commercial service, corporate service, etc.) prior to submitting the first working paper?
- i. Working paper 1 includes an evaluation of existing conditions and facilities as well as general aviation (flight training, corporate and business activity, limited air taxi and charter activity, etc.) and military activity forecasts.
 - ii. The first working paper does not include a forecast of potential commercial operations. Since do not have enough information to accurately forecast commercial enplanements and operations.

Meeting adjourned at 0733 pm EST.