



Appendix B Key Participants and Public Participation





**St. Lucie County International Airport Master Plan Update
Technical Advisory Committee**

- | | |
|--------------------------|---|
| Nicole Notz | FDOT District IV Representative |
| Rebecca Henry | FAA Airport Districts Office |
| George L. Jones | Environmental Representative – St. Lucie County |
| John Mason/Eddie Cabrera | Key Air Representative |
| Christopher Hambleton | APP Jet Center of Ft. Pierce |
| Diane Andrews | Commissioner Charles Grande's Appointee, District 4 |
| Jim Van Hekken | Village Board of Aldermen/Bill Thiess, Mayor |
| Bob Greene | Commissioner Chris Dzadoovsky Appointee, District 1 |
| Jerry Groendyke | FAA – Air Traffic Control Tower |
| Daniel Holbrook | City of Port St. Lucie Representative |
| James Brann | Commissioner Craft Appointee, District 5 |
| David L. Recor | City of Ft. Pierce Representative |
| David Skiles | Chamber of Commerce Representative |
| Benjamin F. Robinson | Commissioner Coward's Appointee, District 2 |
| Steve Hoskins | Commissioner Lewis's Appointee, District 3 |
| Peter Buchwald | St. Lucie Transportation Planning Organization |

**St. Lucie County International Airport
Staff Members**

- | | |
|------------------|-----------------------------|
| Diana Lewis, AAE | Airport Director (Resigned) |
| Todd Cox | Airport Manager |



Federal Aviation Administration (FAA) and Florida Department of Transportation (FDOT) Representatives

Ms. Rebecca Henry	FAA Airports District Office Orlando
Mr. Pedro Blanco	FAA Airports District Office Orlando
Ms. Nicole Notz	FDOT District IV

Planning Team Members

Mr. Ryan Forney	The LPA Group Incorporated
Mr. Philip Jufko	The LPA Group Incorporated
Ms. Tricia Fantinato	The LPA Group Incorporated
Mr. Richard Osborne	The LPA Group Incorporated
Mr. Michael Kotlow	The LPA Group Incorporated
Ms. Mariben Andersen	The LPA Group Incorporated
Mr. Robert Hambrecht	The LPA Group Incorporated
Mr. Chuck Smith	The LPA Group Incorporated
Mr. Edward Ringe	The LPA Group Incorporated
Ms. Jo Anne Todd	The LPA Group Incorporated
Ms. Lauren Boes	The LPA Group Incorporated
Mr. Dave Byers	Florida Institute of Technology/Quadrex LLC
Mr. Jason Beal	Atlantic Coastal

The following includes meeting agendas, minutes, and sign-in information as well as comments received during the master plan process.



AGENDA

**St. Lucie County International Airport
Master Plan Update – Project Kick-Off Meeting
Fort Pierce, Florida
January 27, 2009**

Project Introduction

Ms. Diana Lewis, Airport Director

**Meeting Procedures/Public Participation
Attendance**

Ms. Tricia Fantinato, Project Manager

Technical Advisory Committee (TAC)

Meetings

County Commission Meetings

Comments (Verbal and Written)

Project Website

Sunshine Law Requirements

**Ms. Heather Young,
Assistant County Attorney**

Master Plan Update

Introduction

Mr. Philip Jufko, Director of Planning

Background

Goals and Objectives

Master Plan Process

Inventory of Existing Conditions

Ms. Tricia Fantinato, Project Manager

Preliminary Forecasts of Aviation Activity

Ms. Tricia Fantinato, Project Manager



Schedule and Project Administration**Ms. Tricia Fantinato, Project Manager**

Draft Deliverables and Project Schedule
Technical Advisory Committee Meetings
County Commission Meetings/Workshop
Public Comments
Airport and Consultant Contacts

Questions**The Master Plan Team**



PARTICIPANTS

**St. Lucie County International Airport
Master Plan Update – Project Kick-Off Meeting
Fort Pierce, Florida
January 27, 2009**

**St. Lucie County International Airport Master Plan Update
Technical Advisory Committee**

Nicole Notz	FDOT District IV Representative
George L. Jones	Environmental Representative – St. Lucie County
John Mason	Key Air Representative
Christopher Hambleton	Volo Aviation Fort Pierce
Diane Andrews	Commissioner Charles Grande's Appointee, District 4
Jim Van Hekken	Village Board of Aldermen/Bill Thiess, Mayor
Bob Greene	Commissioner Chris Dzadovsky Appointee, District 1
Jerry Groendyke	FAA – Air Traffic Control Tower
Daniel Holbrook	City of Port St. Lucie Representative
James Brann	Commissioner Craft Appointee, District 5
David L. Recor	City of Ft. Pierce Representative
David Skiles	Chamber of Commerce Representative
Benjamin F. Robinson	Commissioner Coward's Appointee, District 2
Steve Hoskins	Commissioner Lewis's Appointee, District 3

**St. Lucie County International Airport
Attending Staff Members**

Diana Lewis, AAE	Airport Director
Todd Cox	Airport Manager



PARTICIPANTS

**St. Lucie County International Airport
Master Plan Update – Project Kick-Off Meeting
Fort Pierce, Florida
January 27, 2009**

Federal Aviation Administration (FAA) and Florida Department of Transportation (FDOT) Representatives

Ms. Rebecca Henry	FAA Airports District Office Orlando
Mr. Miguel Martinez	FAA Airports District Office Orlando
Ms. Nicole Notz	FDOT District IV

Planning Team Members

Mr. Ryan Forney	The LPA Group Incorporated
Mr. Philip Jufko	The LPA Group Incorporated
Ms. Tricia Fantinato	The LPA Group Incorporated
Mr. Richard Osborne	The LPA Group Incorporated
Mr. Michael Kotlow	The LPA Group Incorporated
Ms. Mariben Andersen	The LPA Group Incorporated
Mr. Robert Hambrecht	The LPA Group Incorporated
Mr. Chuck Smith	The LPA Group Incorporated
Mr. Edward Ringe	The LPA Group Incorporated
Mr. Dave Byers	Florida Institute of Technology
Mr. Jason Beal	Atlantic Coastal



TENTATIVE MEETING SCHEDULE

Meeting	Purpose	Date	Time
Kick-Off/TAC Meeting One	Project Overview, TAC Member Responsibilities, Presentation of Airport Inventory and Preliminary Forecasts of Aviation Activity	January 27, 2009	6:00 pm
FPR Tenant Meeting	Master Plan Process	January 27, 2009	2:00 pm
Technical Advisory Meeting Two	Finalized Forecasts, Demand/Capacity & Facility Requirements	Tuesday, June 30th	6:00 pm
Technical Advisory Committee Meeting	Preliminary Alternatives	Tuesday, September 29	6:00 pm
Tenant Meeting	Preliminary Alternatives	Tuesday, September 29	2:00 pm
Commission Workshop	Refined Alternatives	Tuesday, November 17	TBD
FPR Coordination Meeting with Staff	Implementation Plan	Tuesday, November 17	TBD
Technical Advisory Committee Meeting	Airport Layout Plan and Implementation Plan	Tuesday, February 9, 2010	6:00 pm
Tenant Meeting	Airport Layout Plan and Implementation Plan	Tuesday, February 9, 2010	2:00 pm
County Commission Meeting	Final Plan for Acceptance Before Final Submittal to Agencies (FAA/FDOT)	Tuesday, February 23, 2010	TBD

Note: Location and time will be provided prior to meeting.



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

Author: Tricia Fantinato

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.



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



- 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.



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



- 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.



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



- 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?



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



- 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.

ATTENDEE LIST

St. Lucie County International Airport
 Master Plan Update Technical Advisory Committee Meeting
 January 27, 2009
 6:00 PM

NAME	TITLE	ORGANIZATION	PHONE	E-MAIL
DIANE ANDREWS		Rep- ^{SEE} Comm. Grande	467-0566	andrews114@kellcoast.net
Bob Greene		Rep Dist 1	216 6587	DGreene442@Carruth.org
Jim Brown			473-1651	BrownJTC@BellSouth.com
Jim VanHeiken		ST. LUCIE VILLAGE	579-2727	Jim@A-MotionCards.com
John Mason	VP	Key Air	561371-4611 ^{cell}	jmason@keyair.com
Christophe Hamblen	mgr	Yolo Aviation	772-489-2885	CHAMBLISTON@VIRBARRING.com
BEN ROBINSON		REP COURAGE APT	772-466-6033	SCOTTAR@BELL SOUTH.NET
DAVE SKILES		SIC CHAMBER	772-3981388	DMUR@1STPEOPLEBANK.COM
Steve Hoskins		Rep Commissioners Lewis	772-464-4600	stghorn@choshoskins.com

ATTENDEE LIST

St. Lucie County International Airport
 Master Plan Update Technical Advisory Committee Meeting
 January 27, 2009
 6:00 PM

NAME	TITLE	ORGANIZATION	PHONE	E-MAIL
JERRY GROENBYKE	FAA ATC MGR	FAA	(772) 465-0761	JERRY.GROENBYKE@FAA-GOV
GEORGE L. JONES	FAA ATC MGR		772 631-5897	GEORGEJONES@ADL.COM
Thomas Panice	Ass's. Manager	Vol 0 Aviation	772 416 6815	Panice@Vol0aviation.com
Heather Young	Asst. County Atty	SLC	772-462-1441	Young@stlucie.com
Daniel Holbrook	Director of Planning	City of PSL	772-371-5213	Sholbrook@cityofpsl.com



AGENDA

**St. Lucie County International Airport
Master Plan Update
April 28, 2009
Meeting Room #2
Fenn Center
2000 Virginia Avenue
Ft. Pierce, Florida**

Project Status	Mr. Philip Jufko, Director & Client Manager
Current Issues and Opportunities	Mr. Philip Jufko, Director & Client Manager
Inventory of Existing Conditions	Ms. Tricia Fantinato, Project Manager
History	
Airspace and Air Traffic Control	
Airport Facilities	
Landside Facilities	
Airport Support Facilities/Infrastructure	
Refinement based upon TAC Comments	
Forecasts of Aviation Activity	Ms. Tricia Fantinato, Project Manager
Historical Activity	
Forecasting Approach	
Forecast Assumptions	
Industry Trends	
Forecasts of Aircraft Activity Aircraft	
• Operations	
• Existing and Forecast Fleet Mix	
• Identification of Existing and Future Critical Aircraft	
Refinement of Forecasts – Based upon TAC input	
FAA Review and Approval of Forecasts	



Preliminary Demand/Capacity Analysis and Facility Requirements

Ms. Tricia Fantinato, Project Manager

- Airport Capacity and Delay
- Critical Aircraft and Runway Requirements:
 - Runway Length
 - Pavement Strength
 - Separation

Preliminary Airfield, Commercial and General Aviation Facility Requirements
Preliminary environmental and permitting requirements

Next Steps

The Master Plan Team

- TAC Recommendations to Board
- Draft Deliverables and Project Schedule:
 - Working Paper 2 (Demand/Capacity and Facility Requirements) – June 24th, 2009
 - Meeting 3 – June 30, 2009 at 6:00 pm

Questions and Comments

The Master Plan Team



REVISED TENTATIVE MEETING SCHEDULE

Meeting	Purpose	Date	Time	Location
Kick-Off/TAC Meeting One	Project Overview, TAC Member Responsibilities, Presentation of Airport Goals and Objectives	January 27, 2009	6:00 pm	Fenn Center, 2000 Virginia Avenue, Ft. Pierce, Multi-purpose Room #2
FPR Tenant Meeting	Master Plan Process	January 27, 2009	2:00 pm	Airport Administrative Building
FPR Tenant Meeting	Refined and Approved Aviation Activity Forecasts, Aircraft Fleet Mix, Identification of Critical Airplanes, and Preliminary Demand/Capacity and Facility Requirements	Tuesday, April 28, 2009	2:00 pm	Airport Administrative Building
TAC Meeting	Refined and Approved Aviation Activity Forecasts, Aircraft Fleet Mix, Identification of Critical Airplanes, and Preliminary Demand/Capacity and Facility Requirements	Tuesday, April 28, 2009	6:00 pm	Fenn Center, 2000 Virginia Avenue, Ft. Pierce, Multi-purpose Room #2
FPR Tenant Meeting	Refined Demand/Capacity & Facility Requirements including: Airfield, Commercial, General Aviation and Support Facilities	Tuesday, June 30th	2:00 pm	Airport Administrative Building
TAC Meeting	Refined Demand/Capacity & Facility Requirements including: Airfield, Commercial, General Aviation and Support Facilities	Tuesday, June 30th	6:00 pm	TBD



Meeting	Purpose	Date	Time	Location
TAC Meeting	Preliminary Alternatives	Tuesday, September 29	6:00 pm	TBD
Tenant Meeting	Preliminary Alternatives	Tuesday, September 29	2:00 pm	Airport Administrative Building
Commission Workshop	Refined Alternatives	Tuesday, November 17	TBD	TBD
Coordination Meeting with FPR Staff	Implementation Plan	Tuesday, November 17	TBD	TBD
TAC Meeting	Airport Layout Plan and Implementation Plan	Tuesday, February 9, 2010	6:00 pm	TBD
Tenant Meeting	Airport Layout Plan and Implementation Plan	Tuesday, February 9, 2010	2:00 pm	Airport Administrative Building
County Commission Meeting	Final Plan for Acceptance Before Final Submittal to Agencies (FAA/FDOT)	Tuesday, February 23, 2010	TBD	TBD



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



Meeting Date: April 28, 2009 @ 6:00 pm EST

Subject: Technical Advisory Committee (TAC) Meeting #2

Attendees: Attached Sign-In Sheet

Author: Tricia Fantinato

The meeting minutes provide a summary of the information and comments provided during the Technical Advisory Committee (TAC) 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 participating in the Master Plan Update process. She introduced the consultants for the Master Plan Update from The LPA Group Incorporated, Mr. Phil Jufko and Ms. Tricia Fantinato, who presented information from Working Paper #1.

- a. Mr. Philip Jufko, Director of Aviation Planning – discussed the primary purpose of this meeting is to provide:
 - i. the status of the Working Paper I (Inventory of Existing Conditions and Aviation Activity Forecasts),
 - ii. address WP I concerns and comments,
 - iii. present preliminary demand capacity and facility requirement findings,
 - iv. discuss the possibility of commercial service, and
 - v. address requests for pavement strengthening on Runway 10R-28L (currently Runway 9-27).
- b. Aviation Activity Forecasts were approved by FAA on March 27, 2009 since they are within 10% and 15% of the FAA's Terminal Area Forecasts (TAF) for FPR.
- c. P. Jufko explained that the forecasts represent a baseline for future development. It is likely that forecast requirements and recommended alternatives will exceed the approved forecast.
- d. The next meeting, on June 30th, will be to discuss the demand capacity and facility requirement findings, including preliminary NextGen and commercial service requirements, in addition to preliminary alternative development options. Note: A charette is planned to occur during the 6:00 pm meeting with the Technical Advisory



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



Committee to identify and evaluate potential short and long-term airport development options.

II. Current Issues and Opportunities

- a. This past March, tourism leaders from the Grand Bahamas Island met with local officials to foster increased tourism. During their visit to FPR, they expressed some interest in possibly promoting commercial operations between the Bahamas and FPR. Although there has been no discussion with the official carrier, Bahamasair, the Board of County Commissions (BOCC) recommended that Airport Management pursue grant funding options for terminal renovations in the hope that successful discussions with the Grand Bahamas Tourism Board would initiate potential commercial service at FPR. However, the process to obtain a Class III Part 139 certification from the FAA, which allows for commercial service, would also be required.
- b. T. Fantinato and P. Jufko briefly explained the issues with obtaining Part 139 (commercial certification) and the requirements that FPR will need to make to provide commercial service (i.e. security, aircraft rescue and fire fighting, terminal facilities, safety and wildlife requirements, design standards, etc.).
- c. Another opportunity discussed in the previous meeting concerned the pavement strength of Runway 9-27 (10R-28L). Users explained that the current pavement strength of 60,000 lbs limits the use of this airport by corporate jets.
- d. However, the current runway pavement is in poor condition based upon recent inspections and is a high priority for rehabilitation. Design for the rehabilitation at the 60,000 lbs strength has already been completed. Airport Management is hopeful that they will be receiving state and federal funds to perform the rehabilitation during the summer.
- e. It was also conveyed to the TAC that in order to increase the pavement strength of Runway 9-27 (10R-28L) a number of requirements would need to be fulfilled in order to obtain federal and state agreement and participation:
 - i. Support must be obtained that shows that either the existing critical (500 or more operations) aircraft/family of aircraft or short-term critical aircraft (within next 5-years) requires an increased runway pavement strength (>60,000 lbs).
 - ii. FAA requires definitive proof (i.e. letters, operational data, etc.) which would support a change in the pavement strength. The time of "build and they will come" is no longer supported by FAA/FDOT.
 - iii. An environmental assessment will be required no matter if the strengthening is funded with federal/state dollars or through private development.
 - iv. The master plan must identify the critical aircraft(s) requirements, the anticipated timetable for operations, as well as associated design requirements (separation standards, runway length, airfield pavement strength, etc.).



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



III. Inventory of Existing Conditions

- a. Airport Role – FPR is included in the National Plan of Integrated Airport Systems (NPIAS) as a “General Aviation Airport” and the Continuing Florida Aviation System Planning Process (CFASPP) as a “Community Airport.” However, during recent focus group meetings at Palm Beach International Airport concerning the potential runway expansion, members of the community suggested that instead of extending the runway that traffic be diverted to airports to the north, including St. Lucie County. As a result, the scope for the 2009 Master Plan Update included an assessment of facility requirements for commercial service at FPR.
- b. Economic Contributions – FPR provides a significant contribution to the local economy in terms of jobs, air transportation, emergency relief, etc. The St. Lucie County Airport Department employs eight full-time and one part-time employee to manage and maintain the 3,660 acre property. There are vast opportunities for future development on the airport property, and the current Fixed Base Operators (FBOs) have phased development plans for their respective leaseholds.
- c. Regional Airport Comparison – A comparison of public airports within the Treasure Coast Region was presented to highlight the availability of facilities in the vicinity of FPR. For example, compared to Vero Beach Municipal Airport (VRB), Witham Field Airport (SUA), Okeechobee County Airport (OBE), and Sebastian Municipal Airport (X26), FPR’s property is more than twice as large as these airports and FPR is the only airport with an onsite U.S. Customs and Border Protection (CBP) facility. The onsite CBP, in addition to much of the airport property being designated as a Foreign Trade Zone (FTZ), represent attractive features for future business development and activity growth at FPR.
- d. Next Generation Air Transportation System (NextGen) – The FAA’s implementation of NextGen should help reduce airspace congestion and delays throughout the U.S., particularly within the busy airspace in southeast Florida. Working Paper #2 of the Master Plan Update will further investigate NextGen’s impact on operations at FPR.

IV. Forecasts of Aviation Activity (FAA-Approved)

- a. Forecasting Methods – The forecasts of aviation activity were based on numerous forecasting methods, including the forecasts from the 2002 Master Plan Update, 2005 Noise Study Update, 2004 Florida Aviation System Plan (FASP), FAA Aerospace Forecasts and Terminal Area Forecast (TAF), and other socioeconomic variables such as population and employment. Overall, the recommended forecasts, which have been approved by the FAA, provide modest projects of operations and based aircraft.
- b. Operations Forecasts – From 2008 to 2028, operations are forecast to increase from 160,277 to 243,599. Operations by single-engine pistons, turboprops, jets, and helicopter operations are forecast to increase during the planning period, while multi-engine piston operations are forecast to decrease consistent with FAA projections. Peak hour operations are forecast to increase from 104 operations in 2008 to 158 by 2028. Further, following completion of parallel/training Runway 10L-28R, the percent of local



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



operations (i.e., flight training operations) to total operations is forecast to gradually increase year-to-year.

- c. Based Aircraft Forecasts – From 2008 to 2028, based aircraft are forecast to increase from 211 to 327, consisting of the following growth:
 - i. Single-Engine Pistons – 122 to 129
 - ii. Multi-Engine Pistons – 59 to 59 (remains stable)
 - iii. Turboprops – 12 to 17
 - iv. Jets – 14 to 46
 - v. Helicopters – 4 to 8

V. Preliminary Demand/Capacity Analysis and Facility Requirements

- a. Airfield Capacity – A preliminary analysis of airfield capacity for the new three-runway configuration was conducted. As a general rule, the FAA recommends that airports plan for capacity improvements once 60 percent of the Annual Service Volume (ASV) has been met, and recommends construction of capacity improvements once 80 percent of ASV has been met. Based on the FAA-approved activity forecasts, FPR will not exceed 80 percent of ASV during the 20-year planning period; although some capacity improvements will be planned (and potentially constructed) since the 60 percent ASV threshold may be reached.
- b. Runway Pavement Strength – See Item III.c. above. Airport tenants must provide information to airport management in order to provide sufficient justification for increasing the pavement strength of Runway 9-27 (future 10R-28L) as part of the Master Plan Update.
- c. Critical Aircraft – The critical aircraft is used to determine the appropriate criteria for airfield design standards. Although not fully determined at this time, the critical aircraft for primary Runway 9-27 (future 10R-28L) may be a larger corporate jet such as a Gulfstream V, a smaller corporate jet for Runway 14-32, and a turboprop for training Runway 10L-28R. Like the pavement strength analysis, the identification of a critical aircraft is largely based on estimates of future activity from airport tenants; for this reason, airport tenants must provide information to airport management in order to provide sufficient justification for the critical aircraft determination as part of the Master Plan Update (this can be included within any information related to runway pavement strength).
- d. Potential Commercial Service – See Items II.a. and III.a. above. If commercial service ensues between the Grand Bahamas and St. Lucie County, it is anticipated (though no discussions have yet to occur) that Bahamasair (the National Carrier) would provide service. Bahamasair currently uses quiet 50+ passenger Bombardier Q300 turboprops. If pursued, such service would be beneficial to the local economy in terms of job creation, tourism revenue, positive airport image, etc., potentially encouraging future business investment at FPR and within St. Lucie County.



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- e. Pavement Conditions – All airport pavements were last inspected as part of the Statewide Airfield Pavement Management Program in late 2007. As such, future pavement rehabilitation needs have been scheduled over the next several years.

VI. Next Steps – Future Working Papers and Meetings

- a. Working Paper #2 (Demand/Capacity and Facility Requirements) will be sent to the TAC by June 24, 2009.
- b. TAC Meeting #3 is tentatively scheduled for June 30, 2009.
- c. Please send information related to the pavement strength analysis and critical aircraft determination to Airport Management.

VII. Meeting Questions and Comments

This section provides a summary of questions and comments discussed during TAC Meeting #2. Additional written comments will be incorporated into Appendix B, Key Members and Public Participation, of the Master Plan Update report.

- a. The question was asked about increasing the pavement strength of Runway 9-27 (future 10R-28L).
 - i. P. Jufko indicated that several attempts have been made to obtain estimates of future activity from the FBOs (related to jet operations), although, to date, information has not been obtained to justify such an increase. Further, since funding is limited and the pavement on Runway 9-27 (future 10R-28L) is poor; it is recommended that the Airport continue on its present course of rehabilitating the runway to maintain 60,000 lbs dual wheel capacity.
 - ii. As mentioned in Item III.c. above, in order to justify a future pavement strength increase as part of the Master Plan Update, tenants and interested users must submit information to airport management, including expected number of operations by aircraft type and year, and any other relevant information (such as future based jet commitments) especially associated with aircraft greater than 60,000 maximum takeoff weight.
 - iii. During a recent discussion with FAA, the Airport would have to conduct an environmental assessment, if justification was provided in the master plan, prior to FAA or FDOT approval of the runway strengthening project.
 - iv. Note: even if private funding was used to strengthen the runway pavement, an Environment Assessment (EA) will still be required.
- b. There were a few comments concerning the methodology used to determine the forecasts, such as consideration of the 2002 Master Plan Update and not enough emphasis on the current economic recession.
 - i. Overall, the recommended forecasts considered a number of low, medium, and high growth factors, and provide a moderate 20-year growth scenario that was consistent with the FAA's TAF for the airport. As a result, the FAA approved the forecasts for use in the Master Plan Update. Note that planning for future



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activity growth is important even if the forecasts are not realized – development would only occur at such a time when there is sufficient demand.

- ii. Many factors of the current economic recession were considered in the forecasts determination, including population, per capita income, employment, etc. A regression analysis was used to determine if there was an historic correlation between aircraft operations, based aircraft and economic factors. No correlation was obtained, and, therefore, this methodology was not used to forecast future operations at FPR.
 - iii. Another concern raised related to perceived inaccuracies (rapid growth) as outlined in the 2002 Airport Master Plan Update. This forecast, at the time, was realistic based upon the conditions of the economy and aviation demand in particular. However, because it is no longer historically accurate, it was evaluated but not used to determine the long-term forecasts outlined in this master plan process. Since aviation can be impacted by a number of factors which may or not be possible to forecast, three forecasts (low, medium and high) were developed to provide an assessment of potential short and long-term demand at FPR.
- c. What key reports were evaluated as part of the master plan process?
- i. Key reports which are referenced in the master plan process included the Florida Aviation System Plan, 2008, the FAA Terminal Area Forecast, National Plan of Integrated Airport Systems (NPIAS), the FAA Aerospace Forecasts, FY 2009-2025, St. Lucie County Comprehensive Plan, St. Lucie County Evaluation and Appraisal Report, St. Lucie County International Airport FAR Part 150 Noise Study, 2002 Airport Master Plan Update, etc. Additional recommended documentation included the Airport Business Plan prepared by IRCC, which will be evaluated as part of the master plan process.
- d. Will the Master Plan Update address the potential noise impacts of proposed airport development (including the viability of commercial service) on surrounding residential areas?
- i. Yes, the master plan will provide an estimate of anticipated noise contours and impacts related to the airfield configuration and fleet mix.
- e. The Town of St. Lucie Village is concerned about the possible change in fleet mix if the airport: 1. Strengthens the runway, and 2. Attracts commercial service.
- i. The purpose of strengthening the runway is to accommodate aircraft that are already utilizing the airport. However, additional support data is required to justify the increase in pavement strength as well as an environmental assessment, which will evaluate potential impacts.
 - ii. Based upon a recent visit by the Grand Bahamas Tourism Members, there is potential for limited commercial service between the Bahamas and St. Lucie County. As a result of this interest, the BOCC has recommended that Airport



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management investigate grant funding opportunities for a terminal renovation. Although no discussion has occurred between St. Lucie County and Bahamasair (the national carrier), for the purposes of this master plan and preliminary design requirements, it is assumed that commercial operations would be limited to small regional turboprop and jet aircraft (i.e. Dash 8 Q300, CRJ 100 or 700 and ERJ 135 and 145 aircraft).

- iii. The benefits and impacts of commercial service will be evaluated as part of the master plan update.

- f. Is it possible to penalize operators for not following voluntary noise restrictions?
 - i. At this time there is no “punishment” available to airports related to aircraft breaking voluntary noise restrictions. However, the operator can contact the offender and remind them that, as a good neighbor, they would appreciate the operator use the published noise abatement flight maneuvers. It is important to note that most users do not intentionally disregard an airport’s noise abatement practices. Usually it is someone unfamiliar with the airport operations that are just not aware that such practices are in place.

- g. What is the impact of commercial service or increased business jet activity on the surrounding county infrastructure (i.e. surface transportation, utilities, air quality, etc.)?
 - i. Again, this will be evaluated with input from local transportation planning organizations as part of the alternative evaluation process.

- h. If the runway pavement was strengthened, is there a way to limit the aircraft using the airport?
 - i. No. FPR is a public airport, so operations cannot be limited. However, since the airport is not currently designated as a commercial service airport, it cannot accommodate commercial service operations except in the case of an emergency.

- i. What would be the potential noise impacts to the surrounding community?
 - i. Based upon the fleet mix and airfield configuration determined as part of the alternatives development, noise contours will be developed to determine potential impacts (if any) to the surrounding community. It is important to note that the aircraft used in the FAR Part 150 forecast to determine the noise contours were based upon Stage 2 aircraft. Stage 2 aircraft are no longer being manufactured and are being phased out of the aviation fleet. Business and commercial aircraft currently being built are designed to Stage 4 noise levels, which are significantly quieter than Stage 2. This will be discussed in much more detail in the remaining chapters of the report and in the next two meetings.

- j. Is it possible to make Runway 14-32 the primary runway, and limit traffic on Runway 10R-28L?



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- i. The viability of changing the runway configuration will be evaluated as part of the facility requirements analysis and alternatives analysis.

- k. Is the impact of attracting commercial traffic and heavier jets being considered as part of the master plan process? The Town of St. Lucie Village is concerned that 'such traffic will have the potential of significantly increasing noise impact on residential areas'.
 - i. Yes, the potential impacts of a change in fleet mix are being considered. If such a change is justified, a new FAR Part 150 or Environmental Assessment could be required.

- l. How would proposed development impact off-airport land use and roads? Would there be a significant increase in surface transportation in and around the airport which would impact current county facilities.
 - i. This will be evaluated as part of the alternative development section of the master plan. Coordination with the St. Lucie County Transportation Planning Organization is planned to determine what impacts future airport development could have on off-airport facilities.

- m. The TAC also expressed concern that they have not been as involved as they were in the previous master plan.
 - i. The information provided in the previous meetings was designed to provide the TAC the data necessary to assist the consultant in developing potential alternative on-airport development including airfield, landside, land use and compatible development. Therefore, a charette will be held during the next TAC Meeting.

April 28th Meeting adjourned at 0715 pm EST.

VIII. Written Questions and Comments

Prior to the April 28th meeting, several comments on Working Paper 1 were received from Technical Advisory Committee Members. These comments and concerns are addressed below, and have been incorporated into the master plan narrative report.

Ms. Diane Andrews' Comments:

- a. "It doesn't seem to me that enough weight is being given to current actual statistics when setting goals or forecasting future needs. The hurricanes of 2004 and 2005 scared Pan Am International away. Their reasons will surely be taken into consideration when another flight academy is doing due diligence when looking for a base. Is the planned second, training runway, despite its appeal to trainers, enough to overcome the fear factor of potential hurricane damage and absolute high insurance premiums?"



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- i. Comment duly noted. The loss of Pan Am did impact FPR. However, it was not the only reason for the development of the training runway. This runway was developed to provide additional airfield capacity and negate noise impacts to neighboring communities. Based upon discussions with other training operators around the state (i.e. Embry-Riddle, FIT, Comair, etc.), FPR will continue to be used for training operations. Further, Airport Management is continuing to market the airport to interested potential tenants.
- b. Table 2-9 depicts fuel flowage for 2007 and 2008. Comparing the first quarters of both years, fuel flowage was down 9%. For the year, it was down 14%. Why is the fuel flowage down when the Historic Operations (Table 3-6) was up 33% and the Based Aircraft Ops (Table 3-7) was up 17%? Is that trend continuing? We should now be able to obtain and look at fuel flowage for the first quarter of 2009 to at least partially answer that question. Fewer students would equal fewer training flights which would account for at least some reduced fuel flowage. For that reason, I believe we also need to look at the trends in student enrollment and pilot demand, both locally and nationwide, beginning with the post-hurricane and boom years of 2005-2007.
 - i. The reduction of fuel sales from 2007 to 2008 can directly be attributed to the economic climate at the time and the significant increase in fuel costs in 2008. The increase in based aircraft and historic operations as shown in Tables 3-6 and 3-7 are primarily associated with local rather than transient jet operations, which is why fuel sales decreased. Local operators flying smaller aircraft do not demand the same level of fuel as larger transient jet operators. This trend, however, seems to be reversing as shown by 2009 fuel sale information.

2009 Fuel Sales		
Month	AvGas	Jet
January	25,705	71,649
February	50,246	87,630
March	57,542	111,358

Source: Airport Management Fuel Records, April 2009

- ii. Trends in student enrollment and pilot demand, both locally and nationwide, were considered in the development of the forecasts. Additional evaluation of long-term demand will be considered within the airport demand and capacity evaluation and alternative analysis.



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- c. As stated, population is another factor that affects airport activity levels, and continued population growth in St. Lucie County is treated as a given throughout even though it is acknowledged on page 3-3 that the Florida Legislative Office of Economic and Demographic Research reports more outmigration than in-migration in the State because of the weakened economic climate and housing market. The Woods and Poole statistics in Table 3-1 project 56% population growth in St. Lucie County between 2008 and 2028, yet recent press reports confirm that both county population and the population of its most populous city, Port St. Lucie, have actually decreased in recent months. And any realtor will tell you that seasonal rentals are down dramatically, and that all the people who used to live in the thousands of foreclosed homes went somewhere else, many of them out of state. Long distance movers confirm that they are moving more households out of Florida than into Florida. I believe these negative socio-economic factors should be given more weight.
 - i. Comment duly noted, and will be considered as part of the master plan process. Still recent information shows that the St. Lucie area in general is recovering at a slightly faster rate than the entire state.
- d. Woods and Poole, in Table 3-2, also predict a 48% increase in employment in St. Lucie County by the year 2028. Would that that be true, but I don't see the justification for that rosy picture during a time when unemployment is on the rise.
 - i. Comment duly noted. Although unemployment is on the rise based upon the current economic climate, the shift to new technologies (especially green technology) may cause an increase in employment. Since conditions, especially during a recession, are difficult to effectively evaluate over the long-term, multiple forecasts were developed for FPR. Further, as noted during the meeting, a strong correlation was not obtained between socio-economic information provided by Woods and Poole and 10 years of historic airport operations. Therefore, the use of socio-economic data to determine future demand was not used.
- e. You may conclude that I do not trust some of these forecasts and that is with good reason. Recent population, growth and persons-per-household forecasts for North Hutchinson Island are so far off, indeed actually impossible to attain, that they are laughable.
 - i. Comment noted. Please see response above.
- f. FPR is located in close proximity to agricultural areas that attract birds, and it has wetlands on its property that are feeding and nesting grounds for aquatic birds, the population of which have rebounded in recent years because of increased wetland protection (US State of Birds report, Department of Interior, March 2009). FPR's coastal proximity places it in the middle of a migration route, particularly for Canadian Geese. A recent plane-bird strike over St. Lucie County that fortunately ended at FPR without loss of life raises a safety issue that perhaps should be addressed in future planning for FPR. A state of the art bird radar detection device that has proved to be highly successful would cost approximately \$300,000, and it should not offend environmentalists who would object to other anti-bird methods, such as fogging. The bird radar also serves as a tracking tool for bird migration



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which should appeal to environmentalist in general and the Audubon Society in particular (maybe they would kick in part of the cost).

- i. Since the master plan is being done in concert with a variety of environmental documents (i.e. stormwater master plan, stormwater pollution prevention plans, wildlife mitigation, etc.), the impact of potential bird strikes and their impact to activity at St. Lucie is being considered.
- g. The two new FBOs have large-scale development plans over the next several years. These appear to hold the most promise for the County, both in terms of job and economic stimulus. Both have expressed a desire to see runway strengthening to 85,000 lbs, a decision the BOCC will have to make. I was a staunch defender during the last master plan update of maintaining runway strength of 60,000 lbs, but I am certainly open to changing my recommendation based upon new data. I believe strengthening is probably the single most important issue, and I would like to see data on exactly what critical aircraft could utilize that strength (besides very light jets), on what types of aircraft companies such as FedEx and UPS have in their current fleet, etc. I expect that this topic will be addressed in depth in Chapter 4. For that reason, I have not addressed it further here.
 - i. This information is noted, and will be addressed as part of Working Papers 2 (Demand Capacity and Facility Requirements) and 3 (Alternatives Analysis). LPA is also working closely with both Key Air and Volo Aviation to incorporate their proposed development with long-term airport development.

Mr. Jerry Groendyke's Comments:

- a. Page 30 under Crosswind Runway 14-32 "Runway is oriented in a northeast and southeast direction" should be NORTHWEST. Runway is not boomerang shaped.
 - i. Comment noted and corrected in report.
- b. Page 35 Under Airfield Lighting. It indicates that when ATCT is closed, the runway lights and REILS can be activated...It is actually only the REILS. Runway lights are currently left on continuously at night.
 - i. Comment noted. However, due to electrical problems, the pilot controlled lighting was deactivated. This has since been corrected and the lighting can now be activated automatically via Pilot Control Lighting when the Tower is closed.

Mr. Robert P. Greene's Comments:

- a. First, citing the "Continuing Florida Aviation System Planning Process, (CFASPP – pg 10 and FASP2025), I concur with assessment and recognition of the impotence of FPR in development to a commercial airport to serve the growing needs of the Tri-county area.
 - i. Comment noted and will be incorporated into narrative report.



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- b. Reference Table 2-2, Treasure Coast Region Public Airports (pg 13), and Table 2-3, FDOT Five-Year Work Program – FPR Program (Pg 15). The question is, is there any room for realignment or redistribution of project monies to better fill the needs of FPR development. I.E. Impact study for lengthen and increasing weight bearing for R/W 10R-28L, Part 139 certification.
 - i. Funding as denoted in the FDOT Joint Automated Capital Improvement Plan (JACIP) is locked for a period of three years. Further, FAA first requires that the Master Plan provide justification for any lengthening or increased weight bearing capacity on Runway 10R-28L. Following this justification, the airport, at the least, must initiate an Environmental Assessment before any funding could be requested.
 - ii. Airport Management is drafting a Part 139 Certification Manual so that if directed by the Board of County Commissioners, this step in the process will be done.
- c. Reference Para. 2.4.4 Visual Approach Aids. R/W 10L-28R: The intent and purpose of that runway was merited on the ideal that the runway use was for training and the benefit of disbursing noise and runway congestion. In the interest of continuation of the noted, it would advantageous to allow this runway use at night and during inclement weather conditions. As a pilot, the safety factor generated by visual approach aids should be a focus point in the installation of runway lighting, VASI, REILs, and Taxiway lighting.
 - i. Comment noted and will be addressed within Chapters 4, Demand/Capacity and Facility Requirements, and 5, Alternatives Analysis, of the Master Plan narrative report.
- d. Paragraph 3.5.5, Airspace Modernization/NextGen and 3.5.6, Potential for Commercial Airline Service: NextGen in Theory is just that. The best need today is “more Runways”. FPR viability to become a commercial airport for the TRI-county area for all the forecasts noted and the momentum of support by commerce should justify the development of a Part 139 airport certification.
 - i. Comment noted. The need for additional runways with regard to existing and forecast demand, with or without NextGen, is being considered as part of the Master Plan analysis.

Mr. William G. Thiess’s Comments:

- a. Page 1-3: List of Key reports reviewed should include the airport business plan prepared by IRCC.
 - i. Report obtained and information will be incorporated into report.
- b. Page 1-4: Next to the last bullet, add “...surrounding the airport, particularly the effects of noise on nearby residential communities”.
 - i. Comment noted and will be incorporated into MPU narrative report.



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- c. Page 1-9: List of bullet items: Will the Master Plan Update address the potential noise impacts of proposed airport development on the surrounding residential areas?
 - i. Yes, the master plan will address potential noise impacts on surrounding residential communities. This evaluation will be provided as part of Working Paper #3, Alternatives Analysis.
- d. Page 2-2: List of bullet items: include the airport business plan prepared by IRCC.
 - i. Comment noted and incorporated into narrative report.
- e. Pages 2-14 & 15: "Other Considerations": The Town of St. Lucie Village is very concerned about "...the potential for attracting commercial service" and "...reasons why FPR may be considered as a potential commercial reliever for PBI". On page 2-15, it is stated that "...residents of West Palm Beach are investigating options to shift some commercial traffic away from PBI **because of ongoing congestion and noise concerns**". The Town of St. Lucie Village is very concerned about a shift in this commercial direction because of the types of aircraft in commercial service have the potential to create significant noise impacts on residential areas within the Village. In our opinion, additional airport development to **attract** potential commercial traffic should not be considered. Development in this direction should only be considered if the level of service provided by existing airport facilities is on the verge of becoming sufficiently compromised to warrant the additional development. The Village is adamantly opposed to a "build it and they will come" approach to airport development and will vigorously oppose it.
 - i. Development of St. Lucie International Airport as a commercial service facility is ultimately the decision of the Board of County Commissioners. The Master Plan Update only provides information, based upon input from Stakeholders and Technical Advisory Members, to allow the Board to make an informed decision.
- f. Page 2-13: We would like to see the document "FASP 2025".
 - i. The Florida Aviation System Plan 2025 can be found at: <http://www.cfaspp.com/FASP/FASP.asp>
- g. Page 2-21: Last paragraph of Section 2.3.2: Shouldn't Runway 9R-27L be 10R-28L?
 - i. Yes, this change has been incorporated.
- h. Page 2-30: In the first paragraph, it is stated that "...based on discussions with existing tenants and members of the TAC, concerns were raised that the dual wheel weight bearing capacity of Runway 10R-28L is inadequate to accommodate long-range corporate jets (i.e. Gulfstream IV and Global Express jets) and associated insurance requirements (85,000 pounds dual wheel minimum). As a result, pavement strength requirements were evaluated as part of this Master Plan update based upon the existing and forecast critical aircraft operational weight requirements." This raises several questions: 1. Are these types of aircraft currently using the runway? 2. Is so, what is the impact on SLCIA as the airport operator of continuing this practice with the existing runway? 3. Will increasing the runway



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strength to 85,000 pounds allow other, larger aircraft to land at FPR? And 4. This has the potential to significantly impact the Town of St. Lucie Village and other residential areas around the airport. When will these impacts be addressed?

- i. Yes, some of these corporate jets are using the airport on a limited basis.
 - ii. Runway 10R-28L pavement is already in poor condition and requires rehabilitation as soon as possible. If sufficient support is available which proves that an increase in these types of aircraft operations is eminent, than strengthening the runway would be required. This will be addressed in more detail within Working Papers 2 and 3.
 - iii. With an increase in runway pavement strength, a number of corporate jets could use the runway. Use by commercial aircraft (i.e. B747) would not occur since:
 1. The aircraft is too heavy to operate at FPR, and
 2. The airport is not certified for commercial service under FAR Part 139.
 - iv. Yes, any potential impacts associated with a change in fleet mix will be evaluated as part of the master plan analysis.
- i. Page 2-35: Mention new lighting being installed along U.S. 1 that identifies western limit of noise-sensitive residential areas.
 - i. Comment noted and will be incorporated into narrative report.
 - j. Page 3-2: Insert after second sentence in paragraph 3.1: “Conversely, overestimating aviation demand can result in under-utilized or stranded assets, which is inconsistent with sound fiscal policy”.
 - i. Comment noted and will be incorporated.
 - k. Page 3-3: Second paragraph, 5th line from bottom: should “mid-2001” be “mid 2010”?
 - i. Comment noted and change will be made.
 - l. Page 3-19: The justification for evaluating commercial service at FPR given in paragraph 2 is very weak. Should provide facts to support this, not mere speculation.
 - i. Comment noted.
 - m. Page 3-27: The 2002 AMPU forecasts were based on a continuation of the rapid growth that was occurring at that time. We disagree that the assumed continuation of the growth that was occurring 7-years ago is a good assumption for planning, given the reality of the bottom dropping out of the housing market and negative growth being observed in much of the local economy. Population projections for St. Lucie County are used to support the contention that the 2002 AMPU “...may produce realistic forecasts for FPR”, but on page 3-20, it is shown that there is a very poor correlation between population and aircraft operations. Additionally the number of operations at FPR is driven largely by training activities, which should have very little correlation with local population.



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- i. As stated earlier, since no correlation was found between historic socio-economic data and airport operations, use of regression analysis to determine future aircraft demand was discounted. Further, the 2002 forecast, although accurate at the time, was not consistent with historic operations. Therefore, although evaluated, it was not considered in the low, medium or high forecasts developed as part of the 2009 Master Plan Update.
- n. Page 3-34: The 02 AMPU projections constitute and “outlier” in comparison to the other forecasts and should not be averaged in with them. The other forecast models are in reasonable agreement and they should be used to develop the aviation forecast for FPR.
 - i. See Item VII.b.i: The forecasts provided in the 2002 MPU were relevant at the time. Previous forecasts were reevaluated based upon the current and anticipated economic climate. However, since the 2002 forecasts were determined to no longer be an accurate indication of historic or future growth, they were not considered in the determination of the low, medium and high forecasts developed in the 2009 Master Plan Update.
- o. Page 3-44: Same comment as above. The 02 AMPU forecasts should not be used.
 - i. Duly noted, and see response to comment n.
- p. Page 3-46: Same comment as above. The 02 AMPU forecast should not be used.
 - i. Duly noted, and see response to comment n.

ATTENDEE LIST

St. Lucie County International Airport
 Master Plan Update Technical Advisory Committee Meeting
 April 29, 2009
 6:00 PM

NAME	TITLE	ORGANIZATION	PHONE	E-MAIL
DIANE ANDREWS		DES-COM GRANDE	467-0066	Andrew114@bellsouth.net
Heather Young	Asst. County Atty	SLC	462-1441	young@stlucie.org
Bill Thiess	Mayor	Town of SLV	370-7804	bthiess@fpua.com
David Carlson	Assistant Director of Planning	City of Fort Pierce	460-2200	dcarlin@city-ftpierca.com
Peter Buchwald	Exec. Dir	St. Lucie TPO	467-1593	buchwald@pesticide.org
Bridget Klean	PLANNER	City of Port St. Lucie	873-6489	bklean@cityofslco



AGENDA

**St. Lucie County International Airport
 Technical Advisory Committee Master Plan Workshop
 County Administration Building, Conference Room #3
 Third Floor, 2300 Virginia Avenue, Fort Pierce, Florida
 June 30, 2009
 6:00 PM – 8:00 PM**

Introduction Election of Technical Advisory Committee Chair Election of Technical Advisory Committee Vice Chair	Ms. Diana Lewis, Airport Director
Purpose of Planning Workshop¹: Issues to be resolved Public Participation Assignment of Groups	Master Plan Team
Current Perceptions of the Airport: Identify Likes/Dislikes Prioritize Issues (Operational, Planning, Economic, etc.)	Technical Advisory Committee
Strategic Visioning Exercise : General Aviation or Commercial Service Identify Special Areas/Uses and Opportunities Assets and Constraints Economic Development Future Land Uses	Technical Advisory Committee
Overview of Airport Facility Requirements: Airfield Facility Requirements Terminal Facility Requirements (GA/Commercial) GA Facility Requirements Support Facilities	Master Plan Team



<p>Alternative Airport Development Exercises (Unconstrained)²:</p> <ul style="list-style-type: none"> Airfield Development Options Terminal Development Options GA Development Options Aviation Support Facilities Non-Aviation Development Surface Access Sustainable “Green” Development Project Timing 	<p>Technical Advisory Committee</p>
<p>Alternative Airport Development Team Recommendations²</p>	<p>Technical Advisory Committee</p>
<p>Questions and Comments</p> <ul style="list-style-type: none"> TAC Comments/Questions Public Comments/Questions (3-minutes each)³ 	<p>Master Plan Team</p>
<p>Summary and Next Steps:</p> <ul style="list-style-type: none"> Evaluation of Recommended Alternative Development Submittal of Initial Alternative Findings Fourth TAC Meeting/Workshop – September 2009 	<p>Master Plan Team</p>

Notes:

¹Mr. Philip Jufko, Director of Planning, will lead the Workshop.

²The Technical Advisory Committee will be separated into **three** individual groups who will develop and consider various alternative development options at FPR. Sketches, maps and other graphics will be provided. Each group will elect a spokesperson who will present the recommendations to all members of the TAC for comment, discussion and inclusion in master plan process.

³Public requests to speak at the end of the meeting, if time is available, must provide a written request during the meeting. Public comments must be limited to 3-minutes. Comments may also be provided in writing to the Master Plan Team.



REVISED TENTATIVE MEETING SCHEDULE

Meeting	Purpose	Date	Time	Location
Kick-Off/TAC Meeting One	Project Overview, TAC Member Responsibilities, Presentation of Airport Goals and Objectives	January 27, 2009	6:00 pm	Fenn Center, 2000 Virginia Avenue, Ft. Pierce, Multi-purpose Room #2
FPR Tenant Meeting	Master Plan Process	January 27, 2009	2:00 pm	Airport Administrative Building
FPR Tenant Meeting	Refined and Approved Aviation Activity Forecasts, Aircraft Fleet Mix, Identification of Critical Airplanes, and Preliminary Demand/Capacity and Facility Requirements	Tuesday, April 28, 2009	2:00 pm	Airport Administrative Building
TAC Meeting	Refined and Approved Aviation Activity Forecasts, Aircraft Fleet Mix, Identification of Critical Airplanes, and Preliminary Demand/Capacity and Facility Requirements	Tuesday, April 28, 2009	6:00 pm	Fenn Center, 2000 Virginia Avenue, Ft. Pierce, Multi-purpose Room #2
FPR Tenant Meeting	Refined Demand/Capacity & Facility Requirements and Alternative Planning Workshop	Tuesday, June 30th	2:00 pm	Airport Administrative Building
TAC Meeting	Refined Demand/Capacity & Facility Requirements and Alternative Planning Workshop	Tuesday, June 30th	6:00 pm	Conference Room #3 County Administration Building
Tenant Meeting	Refined Alternative Workshop	Tuesday, September 29	2:00 pm	Airport Administrative Building
TAC Meeting	Refined Alternative Workshop	Tuesday,	6:00 pm	TBD



Meeting	Purpose	Date	Time	Location
		September 29		
Commission Workshop	Refined Alternatives	October 2009	TBD	TBD
Coordination Meeting with FPR Staff	Implementation Plan	Tuesday, November 17	TBD	TBD
TAC Meeting	Airport Layout Plan and Implementation Plan	Tuesday, February 9, 2010	6:00 pm	TBD
Tenant Meeting	Airport Layout Plan and Implementation Plan	Tuesday, February 9, 2010	2:00 pm	Airport Administrative Building
County Commission Meeting	Final Plan for Acceptance Before Final Submittal to Agencies (FAA/FDOT)	Tuesday, February 23, 2010	TBD	TBD



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



Date: June 30th, 2009 @ 6:00 pm EST
Subject: Master Plan Alternative Development Workshop
Attendees: Attached Sign-In Sheet
Author: Tricia Fantinato

These meeting minutes provide a summary of the information and comments provided during the Technical Advisory Committee meeting. Please note that Mr. Philip Jufko, Director of Planning, The LPA Group Incorporated acted as moderator during this process. Comments or questions provided by him to stir discussion are designated as "Moderator Question or Comment". TAC Member questions or comments will be designated as such.

Copies of the meeting presentation and agenda are provided on the project website (www.stlucieco.org/airport). SHOULD YOU DISAGREE WITH THE INFORMATION IN THIS RECORD, PLEASE ADVISE IMMEDIATELY (TFantinato@lpagroup.com). Thank you.

I. Introduction

Ms. Diana Lewis, Airport Director of St. Lucie County Airport requested that the Technical Advisory Committee (TAC) elect a Committee Chair and Vice Chair to represent the wishes of the Technical Advisory Committee at Public Meetings and forums. The TAC elected:

Mr. Bob Greene as Committee Chair, and
Mr. Jim Van Hekken as Vice Chair

The committee was also reminded that they are governed by the Florida Sunshine Rules, and thus, cannot talk about this project with other members outside the formal meeting venue.

II. Purpose of Planning Workshop

Philip Jufko, the moderator, stated that the purpose of the meeting workshop/charette was to obtain input related to future airport development. The workshop included three distinct exercises in an effort to determine: community perceptions of the airport in general, the long-term vision of the airport as well as specific development ideas related to land use, zoning, and airside and landside facilities. This information is to be used as the basis for the airport alternative development options to be presented in the master plan update.



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Public participation in the project was encouraged. Members of the public were encouraged to provide written comments either at the meeting via comment cards or through the project website.

In preparation for Exercise 3, TAC member were assigned to one of three groups (Red, Yellow and Blue) to facilitate development of long-term airport development options.

III. Current Perceptions of the Airport (Exercise 1)

a. The first exercise identified public perceptions (advantages and disadvantages) associated with St. Lucie County International Airport. To facilitate the discussion, P. Jufko provided the following questions:

- What are the perceived impacts of the airport on the surrounding community?
- Is the county and surrounding municipalities targeting the right industries?
- What is needed to attract these industries to the county?

i. TAC Perceived Airport Advantages:

1. Location to Port
2. Existing infrastructure – highway, rail, utilities, etc.
3. Acreage (~3,660 acres)
4. Underutilized Facilities/Infrastructure
5. Access to Bahamas
6. Draws Industry (ability to draw biotech firm and major companies)
7. On-site Customs
8. International Airport – Are we fulfilling that role?
 - a. Businesses which serve international aviation provide jobs
 - b. Foreign Trade Zone
 - c. International Airports usually provide passenger service.
 - d. International Airports also have greater volume and variety of traffic compared to general aviation or regional commercial airports.
9. Proximity to Tourist Destinations



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- ii. TAC Perceived Airport Disadvantages:
 - 1. Runway Pavement Strength
 - 2. Surface access and signage (access is restrictive and no direct route to I-95)
 - 3. Proximity to Coast and residences to the east
 - 4. Lack of industry in the area, which impacts jobs, tax base, etc.
 - 5. Airport lacks Part 139 (Commercial Service) certification
 - 6. Limited commitments
 - 7. Environmental issues
 - 8. Lack of utilities on the north side of the property.

- iii. Other TAC Comments/Perceptions:
 - 1. Moderator Question: Where do people in the community go for airline services?
 - a. TAC Comments: North (Melbourne, Orlando, etc.) and South (Palm Beach, Ft. Lauderdale, etc.)
 - b. TAC Comments: Four commercial service airports are located approximately 90 minutes from St. Lucie County.
 - 2. Moderator Comment: Historically, as areas have grown, the population tends to migrate up and out. For example, as the Miami area grew, population moved up to Ft. Lauderdale, West Palm Beach, etc.
 - 3. TAC Comments concerning Public Perception:
 - a. Business community would like to expand airport and try to use as a tool to attract potential businesses.
 - b. But significant portion of St. Lucie County Population doesn't even know the airport exists.
 - c. Those that do know about the airport assume that it requires a large amount of public funding to operate. However, the Airport is currently self-sufficient and is using existing leasehold revenues (Golf Course) to pay prior loans back to the County's General Fund.
 - d. The Air Traffic Control Tower (Controlled Airspace) could be considered an airport advantage or disadvantage depending



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upon who you speak to. Corporate and Commercial operators prefer to fly into controlled airspace; whereas recreational general aviation pilots tend not to like to fly into controlled airspace.

- b. Moderator Questions: What are the various issues? What do we need to evaluate as part of the master plan update? How should be issues be prioritized?
 - i. TAC Comments – Operational Issues:
 - 1. Runway length and strength (short and long-term requirements)
 - 2. Surface Access
 - 3. Utilities
 - 4. Permitting
 - ii. TAC Comments – Planning Issues:
 - 1. Access (ingress and egress is considered poor)
 - 2. Multi-modal plan of action (tie highway, rail, port and aviation together)
 - 3. Facilities (Airside and Landside)
 - 4. Runway length and strength requirements
 - 5. Non-aviation development
 - 6. Permitting issues – Environmental concerns need to be addressed as part of any proposed development.
 - iii. TAC Comments – Economic Impacts:
 - 1. Airport Development Funding – Grants/local match/private funding options
 - 2. Business Development
 - a. Torrey Pines Institute for Molecular Research
 - b. Mann Research Center, LLC
 - c. Vaccine & Gene Therapy Institute
 - 3. Homeland Security Training facility at IRSC
 - 4. Tri-County Effort to draw businesses to the Treasure Coast Region
 - 5. Energy (Alternative Energy sources)
 - 6. Aviation/Non-Aviation Development – growth in this area is needed to support costs of future airport development and local match
 - iv. TAC Comment/Question: British Petroleum article states that there is only 12 years left of oil reserves. How does that play into aviation? How does it affect the airport and the entire industry? Is the industry looking at alternative fuel sources?



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Moderator Response: Yes, the industry in general is looking toward Biotechnology for alternative fuel sources. The impacts of oil will be evaluated as part of the master plan process.

- v. Moderator Comment: Activity drives facility development. If activity decreases, development of certain facilities may be postponed.
- vi. Moderator Comment: Runway pavement overlay is a safety issue and needs to be considered in the short-term.
- vii. Moderator Question: How does an airport survive when aviation activity is down?
TAC response: Non-aviation development/revenues are used to supplement airport operations and are used to help pay the local match for required aviation facilities.
- viii. Moderator Question: How do we bring new business to the county?
TAC Response: The business community and the County are marketing the area to potential businesses, such as Torrey Pines, Ed Massey, Homeland Security Facilities, etc. They have obtained interest from some other organizations that would support Scripps Facilities in West Palm Beach. However, the County has lost businesses because of the lack of commercial airline services. People who have business in St. Lucie County must use other commercial airports (i.e. Orlando, Palm Beach, etc.) and then rent a car.
- ix. TAC Question: How many people are using Orlando or Palm Beach Airports but are actually coming to St. Lucie County? How many businesses has the county lost (if any) due to the fact that there is no commercial service airport? What are the statistics?
- x. TAC Comment: The County lost Burnham Institute for Medical Research to Orlando Area because of the lack of commercial service. There have been others as well. It has been well documented that factors that attract new businesses include: Commercial service airport, schools, affordable housing, labor pool, etc.
- xi. TAC Comment: The Airport is a jewel which is being underutilized. The Treasure Coast region will recover from the recession, and it is anticipated that the population of the county will increase. Thus, there is a need to develop the airport in an effort to draw businesses and population (and tax revenue) to the county.



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- xii. TAC Comment: Why should St. Lucie alone make the effort? Wouldn't it be more valuable to work with neighboring counties to spur growth and development?
- xiii. Moderator Comments: If it is the ultimate decision of the Board to make St. Lucie County International Airport commercial service, then the Board of County Commissioners (BOCC) and community need to start planning in the short term for long-term changes at the airport. The BOCC should look at decisions which could impact the ultimate development of the airport. However, since a master plan is typically required every five to 10 years depending upon development and growth, then the community and BOCC will have the opportunity to reevaluate recommended long-term development.
- xiv. TAC Comment: No matter what gets laid out in the master plan update, development on the airport will require significant permitting. The process can be expedited if, during the master plan process, coordination and consultation with the agencies is done.
- xv. Moderator Comment: Some development may not require tons of justification, and, therefore, could go directly to the environmental and permitting stage of project development. Since the master plan and stormwater drainage plan are being developed in concert, alternative development outlined in the master plan will be evaluated as to potential environmental impacts as well as stormwater requirements.
- xvi. TAC Comment: In order to provide accurate input in the process, request that information from the drainage study and any associated environmental work be included with the working papers distributed to the committee.

IV. Strategic Visioning Exercise (Exercise 2)

The second exercise was designed to obtain input from the TAC and public concerning the long-term vision of the airport. Thus, the moderator requested that each of the TAC members develop a newspaper headline related to airport development over the next 20+ year planning period. These headlines are provided below:

- 15-20 years: "Medium Density Commercial airport including international cargo port with the Bahamas/Caribbean, A leader in Visionary Development"
- "The St. Lucie County Airport will have I-95 access as a result of a Land swap with the Cloud Grove tract. Negotiations are underway to develop the Airport similar to



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the Sanford Facility with the ultimate goal of offering international flights to our area.”

- “United Airlines to start Next Generation, Non-Stop Service to Chicago”
 - “Regional Hub for the Treasure Coast. Airport Free Zone (Trade). Jump-off location for Caribbean Tourism (to and from)”
 - “St. Lucie County International Airport leads four county region in Corporate Traffic”
 - “Airport Expansion needed for Future Community Development”
 - “St. Lucie Becomes Home for New Efficient Aircraft Engine Firm”
 - “New St. Lucie International Gateway Terminal Opens...One more Step in Supporting Local Tourism”
 - “Full Commercial Service to Major US Cities. Cargo Operators from Major Shipping Companies to support local/port. Rental Car Companies.”
 - 20 Years: “The People’s Gateway to St. Lucie County”
 - 90 Years: “Land Here in the Southern Most Floridian Airport”
 - “New Regional Airport to Break Ground: The Treasure Coast, All Four County Governments working together to Build a Regional Commercial Airport and Rail System to Serve the Treasure Coast”
- a. Moderator Comment: It seems after reviewing the headlines that everyone is in agreement that the long-term vision for either the existing airport or for development of a new airport is commercial service.
- b. TAC Comment: It was interesting to hear what wasn’t said like “St. Lucie County Airport closes or stays the same”, etc.
- c. Moderator Comment: Similar situation happened at St. Petersburg when the community supported maintaining Albert Whitted Airport.
- d. Dr. David Byers (The LPA Team) also stated that St. Augustine and Charlotte County Airports were providing commercial flights. Although Skybus is a defunct business, Charlotte County still provides limited commercial service through Direct Air and Allegiant.
- e. Moderator Questions: Does the Airport need to provide commercial service, and to what degree? What projects and phasing will be required to obtain this goal?
- f. Moderator Comment: Need to evaluate land uses in and around the airport as part of the future development options.
- g. Moderator Comment: How is this airport an engine for economic development in St. Lucie County?



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- h. Moderator Comment: What are the impacts associated with developing the existing airport for commercial service or developing a new regional commercial airport on a “green field” site.
 - i. Moderator Comment: Development of a “Green Site” will take much more time (at least 10 years) than retrofitting the existing airport. In order to develop a green field site, the following steps will need to be taken:
 - 1. Site Selection (several alternative sites will need to be evaluated based upon airspace, environmental, land use, zoning, topography, access, infrastructure and cost).
 - 2. Justification for a new site will need to be provided as well as Benefit Cost Analyses. This will be followed by an Environmental Impact Statement and Master Plan before design can even be started.
 - ii. Whereas, the development of the existing airport site already has an existing revenue stream, facilities/infrastructure, has available land, etc. Development of the existing airport will still, however, require justification and an environmental analysis to identify and mitigate potential impacts.
 - iii. Moderator Comment: Also, the Florida Aviation System Plan (FASP) already has recommended that St. Lucie County International Airport be developed long-term as a commercial service airport to support population growth in the Treasure Coast Region. There are also issues associated with existing grant assurances. The FAA may or may not allow the County to pay back their assurances, and the FAA/FDOT may force, as part of the grant assurance policy, to keep the existing airport open for a specified time. Unless the impacts are too great, FAA and FDOT will try to convert an existing airport to accommodate this type of service since infrastructure and funding mechanisms are already in place.
- i. Moderator Question: What are some target industries that the Airport could attract?
 - i. TAC Comments: Biomedical, Institutional (schools), Regional Distribution (inland port), etc.
- j. Dr. David Byers provided a brief summary of NextGen technology as well as its impacts to St. Lucie County International Airport.
 - i. NextGen is currently being “pushed” by the FAA. They are in the process of adding GPS approaches to various airports and are phasing out Non-Directional Beacon (NDB) and VHF Omni directional Range (VOR) equipment and approaches. The purpose of NextGen is to increase safety and capacity while providing pilots and controllers a better “real time” picture of the operating



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environment. The South Florida Service Area has already been established and ground stations are already in place. In addition, A GPS approach to Runway 32 at St. Lucie County International Airport (FPR) is expected to be certified as of September 2009.

- ii. The potential impacts of NextGen on FPR operations may include lowering the visibility minimums Runway 10R to ½ mile. This, however, will require the existing power lines to be relocated. In addition, because of the greater controller flexibility, carbon emissions and noise would be reduced, a fuel savings is likely and airspace capacity would increase.
- iii. TAC Question: In order to truly improve capacity, isn't it necessary to add pavement to the airport (i.e. runways, taxiways, apron, etc.)? D. Byers: Although NextGen will decrease separation requirements in the air, you will need more pavement (taxiway turn-offs) to improve capacity on the ground.
- k. Additional Committee Comments and Perceptions:
 - i. Moderator Question: What other opportunities could the airport pursue? Note that targeting certain industries will impact how the airport is developed.

TAC suggested the following:

- 1. Bonded Warehouse
- 2. Regional/International Distribution Center – Annex application related to RFQ for Inland Port based upon FDOT Report; Need for additional capacity to relieve congestion at other south eastern ports; attract businesses that could use both the Port and the Airport facilities.
- ii. Moderator Question: What other negative perceptions impact future airport development?
 - 1. TAC: Need businesses and community to support airport in order to draw better jobs to St. Lucie County.
 - 2. TAC: Need to accommodate environmental requirements. Airport has several areas which have environmental issues.
 - 3. TAC: Commercial Service at St. Lucie has been an on-going argument for a number of years. Community support will need to be obtained before such an effort is undertaken.
- iii. Additional TAC Committee Comments:
 - 1. Airports currently are the only heavy users of leaded fuel.



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2. However, as older piston aircraft are being replaced by cheaper turbine aircraft, the demand for leaded fuel will continue to decrease. Jet A fuel is kerosene based. Forecasts of Avgas keep decreasing worldwide.
3. Airports, since most were old military airfields, were located on the coast. However, the property on the coast is valuable since people want to live by the water. Thus, in general, airports should be located where people do not want to live.
4. TAC Member Question: What businesses or industries have chosen to not come to St. Lucie County because of the lack of commercial service? Cars have always been the main transportation system in Florida since the state doesn't have an expansive public transportation network.

TAC Comments: Yes, according to various business and planning members on the TAC, Burnham Institute for Medical Research cited the lack of commercial service as one of the factors for not choosing St. Lucie County. Typically factors which attract businesses to a community include:

- Schools and Infrastructure
- Strong labor force
- Affordable housing
- Interstate Surface Access
- Airport Commercial Service
- Cultural center, etc.

St. Lucie County cannot continue to depend upon Orlando and West Palm Beach to take care of the commercial service needs of the Treasure Coast Population since both of these airports are suffering from capacity problems that will only get worse as the population continues to increase.

5. TAC Comment: Mr. Van Hekken asked that instead of each airport trying to grab as much funding as they can, why don't the counties of the Treasure Coast work together to develop a regional commercial airport. Further, he stated that the EPA says it is not healthy to live near an airport because of the noise generated. He stated that the FAA only requires that aircraft noise be evaluated but does not look at the noise associated with cars, trains, lawnmowers, etc that are also found at the



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airport. Since the airport is located on the coastline, he suggests that the airport be relocated or that a commercial service regional facility be developed in the Northwestern Portion of the County where the citrus groves are currently located. Don't need such a large footprint for an airport; Palm Beach only occupies 2,000 acres.

6. Other TAC Member Responses: The location of the current airport adjacent to the Amtrak lines makes it ideal for a multi-modal facility development. Still FAA and FDOT will not allow the county to walk away from the existing airport or provide funding for a new airport without a very good reason since there is already a significant investment in existing airport facilities.
7. Additional TAC Comments: Mr. Chris Hambleton, Volo Aviation Inc. stated that the airport developed as follows:
 - a. 1980s: US Customs drove growth along with increased flight training demand. At times, 30-40 aircraft would sit on the taxiways at FPR waiting to be cleared by US Customs.
 - b. 1990s: US Customs demand started to drop off. Airport tried to attract additional tenants and businesses. Volo expanded business at FPR to include hangar rentals to supplement revenue from fuel. It was cheaper to live in St. Lucie County compared to other southern Florida Counties (i.e. Dade, Palm Beach, etc.)
 - c. 2000-2005: US Customs decreases their hours of operations. People not going to the Bahamas. Banks are not supporting business development, and local resorts not attracting visitors like in the past.
 - d. 2009 and Beyond – How should the Airport/County reinvent itself?

V. Overview of Airport Facility Requirements

An overview of facility requirements based upon the FAA approved forecast was presented to the Technical Advisory Committee. This information was used to assist the TAC in creating long-term development options for FPR. Based upon identified issues, some potential alternative airfield and terminal options were presented to the TAC for their review.



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- i. Land use on the airport and contiguous to the airport property will affect future aviation and non-aviation development. The Master Plan Team is working with the local planning organizations to identify compatible land use development and improved surface access to existing and proposed aviation and non-aviation development. As part of the master plan process, the Team will evaluate both existing and previous land use and zoning recommendations associated with future airport and off-airport development.
 - ii. The airport property includes several foreign trade zones. While this may help induce some businesses to relocate to the area, it is by no means the “magic bullet”.
- b. Facility Requirements and Preliminary Alternative Options
- i. TAC Question: Since Runway 10L-28R was developed to improve the overall capacity of the airport, shouldn't it be lighted?
D. Lewis informed the TAC that Runway 10L-28R will be equipped with runway edge lighting as will the parallel taxiway when constructed. However, an instrument approach to Runway 10L-28R is not required nor planned in the near term.
 - ii. The current location of Runway 14 may mistakenly promote runway incursions. Thus, two runway extension options were illustrated to resolve this problem.
 - iii. Two runway extension options and a runway shift option for Runway 10R-28L were also presented to the TAC for their evaluation and consideration.
 - iv. Other issues that needed to be considered as part of Exercise 3 were:
 - Existing pavement conditions and strength
 - Taxiway width requirements
 - Aircraft access to Runway 10L-28R
 - Navigational Aid, lighting and air traffic requirements
 - Surface Access, terminal and non-aviation development, etc.

VI. Alternative Airport Development Exercises (Exercise 3)

The Moderator requested that the TAC break-up into three teams (Red, Blue and Yellow) to facilitate the airport alternative development exercise. The Moderator directed each team to consider: future airside, landside, and support facilities, on and off-airport land use, as well as surface access. Team recommendations presented during the meeting are provided as follows.



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- a. Red Team Recommendations (Jerry Groendyke, Benjamin Robinson, Jim Van Hekken, Bob Greene, and George Jones):
 - i. Recommended reserving the land west of Runway 10R for a potential extension. Since power lines are already being moved due to construction of Runway 10L-28R, than they should be moved to the west side of King's Highway to make room for potential extension of Runway 10R.
 - ii. Reuse the current Administration Building in the Short-Term for commercial terminal.
 - iii. Long-term - develop new commercial terminal adjacent to Indrio Road on the north side of the airport to facilitate access.
 - iv. No changes in general aviation hangar development
 - v. Support industrial development along King's Highway and St. Lucie Blvd to support long-term development while expanding revenue base.
 - vi. Extend Runway 14 to provide a total length of 5,700 feet.

- b. Blue Team Recommendations (David Recor, Peter Buchwald, and David Skiles)
 - i. Do not look at extension of Runway 10R-28L to the east- Topographic issues.
 - ii. Extend Runway 10R-28L to the west to provide a total ultimate length of 9,500 feet, and relocate power lines
 - iii. Rebuild/Reuse existing Administrative Building and Customs Area for future commercial terminal. Provide improved restaurant and retail space.
 - iv. Current planned GA development is appropriate.
 - v. Non-Aviation Development – consider eco-friendly development adjacent or on airport property. A low rise resort with train access off of North 25th Street.
 - vi. Improve surface access by expanding King's Highway and St. Lucie Blvd to 4 lanes. Need to provide direct access to I-95 via King's Highway.
 - vii. Improve multi-modal access – add train stop at Airport Terminal
 - viii. Seven Development of Regional Impacts were recently approved in the airport area.
 - ix. Recommend industrial development along the north side of the airfield adjacent to Indrio Road.

- c. Yellow Team Recommendations (Daniel Holbrook, Diane Andrews and Chris Hambleton)
 - i. Construct future passenger and customs facilities between Runway 10R and 10L on the west side of the airfield.



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- ii. In the short-term, reconfigure existing Administration Building to accommodate anticipated commercial service from the Bahamas.
- iii. Need to construct a beach resort to attract passengers
- iv. Develop north portion of the airport property contiguous to Indrio Road as industrial.
- v. Improve access to I-95 and expand St. Lucie Blvd to 4 lanes. Need to get exit and entrance to Florida Turnpike and I-95 since current egress and ingress to the airport is horrible and somewhat confusing.
- vi. Provide Amtrak station at the airport.
- vii. In the short-term, extend Runway 10R-28L to the west to provide a total length of 8,000 feet. However, reserve property for future long-term extension to 9,500.
- viii. Extend Runway 14-32 to 5,700.
- ix. Chris Hambleton (representative of the Yellow Team) also stated that his supplier has seen a 15 percent decrease in Avgas (100 LL) usage but a significant increase in Jet A (Kerosene) usage. Engine manufacturers are also transitioning from manufacturing piston engines to turbine engines since they run cleaner and are more efficient. Lastly, every piston aircraft that crashes is not being replaced by another piston but rather with a turbine engine aircraft which runs on Jet Fuel.

VII. Questions and Comments

- a. Information and recommendations provided at this meeting will be used to develop approximately three alternative options for FPR. This development will not only incorporate the recommendations of the tenants and TAC committee but the information provided in previous planning reports. Further, consultation with local planning authorities will be held in an effort to coordinate off- and on-airport development options. The master plan team will evaluate each of the alternatives against constructability, funding, environmental and permitting requirements, drainage, community acceptance, etc.
- b. The airport is currently self-sustaining and pays for the local match of planned development. The revenues that the airport receives from the Golf Course are being used to pay back previous General Fund loans to the County.
- c. TAC Comment: Airport Management has made an effort to have the local community come see the airport (airport days, young eagles, etc.), but this effort must continue in order to gain public consensus for future airport growth.



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- d. The Master Plan Team at the next Workshop/Meeting will be presented three alternative development options including the pros and cons to allow the TAC to make an informed decision with regard to ultimate long-term development at FPR.

Meeting adjourned at 9:30 pm EST.



AGENDA

St. Lucie County International Airport Master Plan Update

Tenant/Technical Advisory Committee Workshop

Airport Administration Building

3000 Curtis King Boulevard, Fort Pierce, Florida

October 14, 2009

Airport Tour at 5:00 pm (please confirm your attendance on the tour)

6:00 PM – 8:00 PM

Introduction Tenant and Airport Advisory Committee Member Reception	Ms. Diana Lewis, Airport Director
Airport Tour Familiarize the Technical Advisory Committee with the Airport	Ms. Diana Lewis, Airport Director & Mr. Todd Cox, Airport Manager
Technical Advisory Committee Workshop Call Meeting to Order Attendance Approval of Minutes Airport Master Plan Project Status Report Consultant Presentation ¹	TAC Chair
Airport Roles General Aviation Limited Commercial Service Air Carrier Commercial Service	Technical Advisory Committee/ Master Plan Team
Review of TAC Recommendations TAC Airport Development Recommendations from June 30 th Workshop	Technical Advisory Committee/ Master Plan Team
Facility Requirements Recap of Key Facility Requirements Changes to Facility Requirements Review Comments from Facility Requirements Chapter	Technical Advisory Committee/ Master Plan Team



Preliminary Alternatives

Technical Advisory Committee/
Master Plan Team

Proposed Alternatives:

- Airfield
- Landside
- Support
- Non-Aviation and
- On-Airport Land Use, etc.

Evaluation Criteria

Evaluation Results (Advantages/Disadvantages)

TAC Recommendation for Airport Development Concept:

- Short
- Mid and
- Long-Term Development

Questions and Comments

Master Plan Team

TAC Comments/Questions

Public Comments/Questions (3-minutes each)²

Summary and Next Steps

Technical Advisory Committee/
Master Plan Team

Public Meeting – October 15, 2009

Refinement of Airport Alternatives

St. Lucie County Commission Workshop – November 2009

Final TAC Meeting (Master Plan Acceptance) – February 2010

Adjournment

Notes:

¹Mr. Philip Jufko, Director of Planning, will lead the Workshop.

²Public requests to speak at the end of the meeting, if time is available, must provide a written request during the meeting. Public comments must be limited to 3-minutes. Comments may also be provided in writing to the Master Plan Team.



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Meeting Date: October 14, 2009 @ 6:00 pm EST

Subject: Technical Advisory Committee (TAC) Meeting/Workshop #4

Attendees: Attached Sign-In Sheet

Author: Tricia Fantinato

These meeting minutes provide a summary of the information and comments provided during the Technical Advisory Committee meeting. Please note that Mr. Philip Jufko, Director of Planning, The LPA Group Incorporated acted as moderator during this process. Comments or questions provided by him to stir discussion are designated as “Moderator Question or Comment”. Questions from TAC Members will be designated as such. Comments and opinions from TAC members are denoted as “Commentator stated”. Any questions, opinions or comments from the Public are also designated as such. This meeting was held in a workshop type of environment to encourage discussion amongst the TAC Members as well as members of the public. We have attempted to capture this dialogue in these meeting minutes. Note: The TAC meeting was taped, and can be made available upon request.

Copies of the meeting presentation and agenda are provided on the project website (www.stlucieco.org/airport). SHOULD YOU DISAGREE WITH THE INFORMATION IN THIS RECORD, PLEASE ADVISE IMMEDIATELY (TFantinato@lpagroup.com). Thank you.

I. Airport Tour

Prior to the Technical Advisory Meeting, 05:00 pm EST, airport management organized a tour of the airport facilities to familiarize members with existing airport facilities and available land/leaseholds for development.

II. Introduction

Following the tour, members of the TAC joined airport tenants and some members of the general public in the Airport Administration Building to evaluate airport requirements and determine the long-range direction of airport development. Ms. Diana Lewis (D. Lewis), AAE, Airport Director, welcomed everyone to the meeting and thanked them for participating in the Master Plan process. She also reminded the TAC members that they are still bound by Sunshine Rules and that their active participation in this process is encouraged especially during the next few meetings.

D. Lewis also conveyed the Board of County Commissioners policy that members of the TAC, especially those nominated to represent the five commissioners, who miss more than two (2) meetings, may be replaced. The Board is very interested in the recommendations of the TAC in this process so participation is important.

Members of the public are also encouraged to provide written comments either at the meeting via comment cards or through the project website.



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D. Lewis than introduced Todd Cox, Airport Manager, and members of the master plan team, and turned over the meeting to Mr. Robert Greene, Chairman of the Technical Advisory Committee to call the meeting to order.

III. Technical Advisory Committee Workshop

Mr. Robert Greene was elected during the previous TAC Meeting (June 30, 2009) as the chairperson of the TAC committee. Mr. Greene called the meeting to order, and then turned it back over to the presentation team for confirmation of the June 30th meeting minutes and a project status report.

No comments were received and the meeting minutes were approved. Mr. Philip Jufko (Moderator) explained the purpose of the meeting. He emphasized that the alternatives to be presented were based upon TAC input received from the June 30th Workshop. In order to move forward, it is necessary to determine, during this meeting, the long-term role of St. Lucie County Airport as well as the type of development necessary to accommodate that role.

Moderator Comments: the Alternatives Chapter will include the recommendations and comments received during the TAC and Public Meetings. This information is to be presented to the Board of County Commissioners at a Board Meeting. Upon the BOCC's approval, Chapter 5 will be finalized.

Moderator Comment: At the request of the BOCC, LPA had individual meetings with each of the Board members. They were all very interested in the process and want to make sure that their representatives are participating because they are looking to the TAC to provide input to them with regard to the alternatives as well as provide a recommendation for future aviation development. Today, at the request of the BOCC, LPA presented an abbreviated version of master plan development to the St. Lucie County Tourism Development Council. The purpose of which was to demonstrate how the master plan can relate to tourism in St. Lucie County.

III. Airport Roles

Moderator Comment: In order to accurately determine airport requirements for the twenty year planning period, a consensus must be obtained from the TAC on the long-term airport role.

Currently the airport serves general aviation operations only, which include flight training, corporate traffic, emergency services, fractional ownership, and on-demand air taxi/air charter operations. However, at the request of the BOCC and based upon interest by the Bahamas Tourism Board, generalized facility and operational requirements needed for FPR to support commercial service was requested.

Moderator Comment: Based upon this request, alternative scenarios were developed based upon the following three (3) roles:

- **General Aviation:**
 - Airport's current role
 - What needs to be addressed in the next five to 10 year period
- **Limited Commercial Service:**



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- Potential Bahamasair opportunity
- What is the opportunities to bring limited commercial service to FPR
- How quickly can FPR implement the requirements needed to support such a commuter type service (i.e. Part 139 Certification)
- **Air Carrier Commercial Service**
 - Anticipate to occur well beyond 20-year planning period
 - Primarily evaluated to determine highest and best land use and coordinate development with countywide long-range planning.

Moderator Questions: Does the TAC still support GA and some limited commercial development if demand warranted at FPR? Also does the TAC still want show the reservation of on-airport property to support expanded service beyond the 20-year planning period?

Moderator Questions: Are there any other roles that need to be considered? Is the planning team going in the right direction by evaluating the potential for limited commercial service within the twenty-year planning period?

Moderator Comment: A commercial forecast was not developed as part of this master plan, so at this time there is no justification for commercial development merely potential.

TAC Question: Why wasn't a commercial forecast developed?

Team Answer: At this time, there is no historical or existing demand for such service at FPR. Therefore an accurate forecast of commercial demand cannot be determined at this time. However, the potential for commercial service was considered to determine highest and best land use of airport property.

TAC Question: To what extent do projections play into these roles?

Team Answer:

- Available projections drive some of the requirements and impact the size and type of facilities required.
- However, for commercial service, the aircraft, FAA Part 139, US Customs and TSA requirements are driving the recommended improvements outlined in two of the alternative development scenarios (Alternatives 2A, 2B and 3).
- For Alternative 3, Air Carrier Service, recommendations were based upon similarly sized airports that support air carrier (legacy) commercial service as well as the type of aircraft, FAA and TSA regulations. Recommendations and requirements denoted for this alternative were merely used to obtain a land use envelope in an effort to reserve property for the potential of future commercial development.

One Commentator stated 'When it comes to projections, a lack of facility does not preclude future development. We do this on roadway development all the time.'

Team Comment: In this case, accurate projections could not be developed. Therefore, typical corporate and commercial aircraft were used as a benchmark for development. However,



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projections drive the justification and project funding. Commercial development can be shown but is not likely justifiable in the near term (next 5 years).

Moderator Request/Verification: Does the TAC want this master plan to address the immediate airport needs associated with its role as a general aviation airport? Does the TAC also want the master plan to identify minimum requirements needed to accommodate commercial service if warranted?

At least three commentators stated 'Even though there is no demonstrated demand at this time, it should still be included so it can be reevaluated in later master plans.'

IV. Review of TAC Recommendations

A summary of group recommendations provided in the June 30th meeting provided the basis for the Alternative Development Options. Some of the issues that required evaluation included:

- Impacts of Power Lines
- Existing and Future Aircraft Fleet Mix and Airfield Requirements
- Evaluate runway extension options (east and west)
- Extension of Runway 14-32
- US Customs and Passenger Terminal Requirements
- Surface transportation network, multimodal facilities, aviation and industrial development, etc.

One Commentator Requested 'Please evaluate as part of the master plan update how FPR can become an official US Customs Port of Entry airport so that the hours of operation can be extended from the current schedule of 10:00 AM to 6:00 PM. US Customs' limited hours of operations impacts our businesses (Volo Aviation and Key Air Aviation) because it makes the airport less attractive to potential users. If the airport became an official Port of Entry, it would likely (in my opinion) expand services provided and hours of operations and support new business development.'

Team Response: FPR is currently a landing rights airport, and US Customs also serves the Port of Ft. Pierce. According to Customs, the hours were cut because there wasn't sufficient demand at certain times of the day to warrant the staff. If demand increases, US Customs will reevaluate their operations at FPR. However, the Team will determine what may be required for FPR to become an official Port of Entry.

V. Facility Requirements

- **Extension of Runway 14-32:** The Team presented two options for the extension of Runway 14-32: extend to 5,500 feet or 5,700 feet. The TAC, during the June 30th Workshop, agreed that the longer option allowed for aircraft to remain outside the Object Free Area of Runway 10R-28L. An extension of Runway 14-32 has been included in the last two previous master plan updates. Although it may not be considered a high priority, an extension is still warranted.

Moderator Question/Verification: Do you the members of the TAC still agree with the longer extension of Runway 14-32?



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Although not put to a vote, the TAC members attending either provided a verbal or physical response (nod of the head) that they agreed with the extension of Runway 14-32. Note: support of this option is also shown in the June 30th published and approved meeting minutes.

- **Pavement Strength:** Pavement strength requirements were also identified as part of the facility requirements. Demand at this time does not support a strengthening of Runway 10R-28L, but it may be warranted in the future (next 6 to 10 years). However, an environmental assessment must be conducted prior to preliminary design.

- **NextGen Opportunities:** Dr. Dave Byers (**D. Byers**) presented how NextGen can improve airspace, airport and aircraft operations by:
 - Providing a virtual tower to assist pilots when landing at an airport when the tower is closed during poor weather.
 - Can be used in support of voluntary noise abatement procedures by clarifying requirements and thereby limiting the aircraft “scatter pattern”.
 - Improve airspace efficiency allowing aircraft to fly direct routes rather than point to point and utilize controlled descent procedures rather than step-down descent procedures. This will improve not only noise but air quality.
 - Decrease runway incursions and provide ATC greater visibility of airfield “hot spots”.
 - Allows aircraft and ground vehicles to be monitored even in low visibility conditions.
 - Could decrease the area needed to support approach and departure procedures thereby freeing up real estate for revenue use.
 - Corporate and commercial aircraft are currently being equipped with this technology, and this technology is being implemented at a number of commercial airports. The south Florida region is also one of the first areas to be equipped with the ground based system (antennas are located at Hobe Sound and Sebastian Airport). The region is being used as test bed for future quantifiable development.

TAC Question: How accurate is vertical GPS?

Team Response: The GPS is accurate enough for Air Traffic Control.

One Commentator Stated: ‘It looks like NextGen can be used for voluntary noise restrictions.’

Team Response: Yes, FAA is working on this now by allowing controlled descent rather than a step down descent which drastically decreases noise on approach. Further, GPS limits the “scatter” pattern typically caused by pilot interpretation of noise abatement procedures, therefore decreasing noise impacts to residential areas adjacent to an airport. Aircraft follow the “yellow brick road” in the sky.

TAC Question: Is this something that can be incorporated into the master plan update?

Team Response: Yes, a recommendation can be added to the master plan that as new technology becomes available that operating procedures be implemented to support future development.

TAC Question: As the technology becomes more widely available, would the FAA limit funding available to airports not equipped with these facilities?



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Team Response: It is unlikely that FAA will limit funding. However, it is suggested that on the local level that the airport embrace this technology and incorporate procedures to improve operations at the airport while limiting impacts to noise sensitive areas.

TAC Question: What type of equipment is needed in support of this technology?

Team Response: No additional equipment is required. To implement, procedures should be coordinated with local policies and the FAA to develop operational procedures to address the airport and community's needs.

TAC Recommendations:

- Look at NextGen to address noise;
- Want St. Lucie to take the lead with regard to NextGen:
 - Implement into local policy, and
 - Current airport procedures

TAC Question: Are they eliminating the hub and spoke structure?

Team Response: Yes and no. At hub airports, it is anticipated to help. However, the biggest problem is not airspace or operational procedures but lack of gates and limited parking. This has been the biggest cause of delays within the airspace system.

- **Draft Noise Contours:** Preliminary 2008/09 Noise Contours show that when compared to the 2005 Part 150 Forecast and with the construction of the new training runway, the contours remain on airport property. Additional noise contours based upon the TAC's recommended development and forecast fleet mix will be run as part of the refined airport development analysis.

TAC Question: Is DNL the same as LdN?

Team Response: Yes

TAC Question: If commercial service were to start, say with Bahamasair, would that negatively impact St. Lucie Village?

Team Response: No, it is anticipated that Bahamasair would use the DH-8 Q300 which is a turboprop aircraft which is designed to operate in populated areas and its operational noise levels are very quiet.

TAC Question: What about the aircraft shown in Alternative 2B (CRJ-900)? Would this impact the St. Lucie Village?

Team Response: The CRJ-900 used for this alternative is based upon the newest model (CRJ-900ER (NextGen)). Again like the DH-8 Q300, it is a Stage IV aircraft under Federal Aviation Regulations and was designed to be more environmentally friendly than its predecessors (lower noise and particulate



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emissions). Further both aircraft have a steeper climb gradient allowing for aircraft to reach altitude much quicker thereby decreasing noise impacts to properties adjacent to the airport.

Two members of the public stated that 'The new Training Runway (10L-28R) is not improving aircraft noise over St. Lucie Village.'

One Commentator stated that 'he had also heard from people in the Village, although he was personally not impacted, that the training runway had not improved aircraft noise'.

Mr. Bob Greene, TAC Chairperson, stated that the Training Runway has several drawbacks including lack of connectivity to the main airfield, taxi back procedures and no precision approach path indicator lights.

D. Lewis stated that Mr. Jerry Groendyke, FAA Air Traffic Control Manager, should address the use of the new training runway.

Mr. Groendyke's Response:

- Runway 10L-28R is being used more than originally anticipated. It is being used for all full stop taxi back and touch and go procedures including those from transient (visiting) aircraft.
- All runways are being used by training aircraft based upon operating conditions. However, when possible, ATC is directing operations to the Training Runway.
- Students however are requesting to use Runway 10R-28L when the ATCT is still open in the evening because of the power lines and the lack of approach lighting.
- Further, instructors request that pilots on their first solo flight use Runway 10R-28L since they are able to watch their students from the apron and because Runway 10R-28L is wider and longer.
- Approximately 80 percent of training traffic is currently routed to Runway 10L-28R, so St. Lucie Village should see a significant decrease in noise impacts associated with training operations.
- He did say he was not aware of what happens after the tower closes.

Public Question: Residents of St. Lucie Village saw an increase in traffic on October 14. Why?

Mr. Groendyke's Response: Today was a different situation since they had training aircraft using Runway 14-32 because survey work was being done. Mr. Groendyke stated that the new runway provides greater separation of traffic between corporate and training activity, has reduced runway crossings by 50 percent, and reduced over flights of St. Lucie Village.

D. Lewis also stated that the airport is tracking evening operations (when the ATC is closed), and has seen that over 80 percent of traffic is using Runway 10L-28R (Training Runway), and this information is available on the airport website.

TAC Question: Does the website also have daytime operations?

D. Lewis Response: No, we are currently only tracking operations when the air traffic control tower is closed.



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VI. Preliminary Alternatives

As part of the preliminary development, development zones were created to identify priority zones for future on-airport development during and beyond the twenty-year planning period.

Moderator Comments: The goal of this meeting is to determine which one of the alternative options or a hybrid of the three options reflects the TAC's vision for long-term development at FPR.

- Some projects are phased throughout the planning process, such as fencing. The storm water master plan update is in process; therefore the recommendations of the Airport Master Plan Update will be incorporated into this document.
- Ultimate development is based upon the airport's role, operational demand and critical aircraft.
- To accommodate commercial service (FAR Part 139), the airport must meet the requirements outlined in FAR Part 139 for the type of service it is supporting (Class I, II, III and IV), TSA 1540/42, Airport Security Requirements, Aircraft Rescue and Fire Fighting Requirements (AC 150/5210-6D) as well as a host of design requirements outlined in various Federal Aviation Advisory Circulars.
- Airport requirements to support commercial service are also dependent upon the Part 121 operator likely to use the airport. Some carriers (typically legacy) have stricter standards as part of the operating certificate than even those outlined in the FAA Advisory Circulars and Regulations. Therefore, sometimes requirements and timing of development not exactly "black and white".
- Thus, alternative development was based upon anticipated level of service and aircraft typically used in support of that service.

TAC Question: In evaluating long-term requirements, shouldn't development be based upon a Gulfstream 6 or a DH-9?

Team Response: A future fleet mix was done as part of the forecasting and facility requirements efforts. Aircraft can stay within a fleet up to 20 to 30 years with maintenance and modifications. We used the newest and most advanced of each model in an effort to determine facility requirements. However, new technology is coming out all the time. So when there is demand for such facilities, a justification must be done based upon the actual aircraft at that time.

TAC Question: (Related to Noise) Since you can't regulate or prevent certain aircraft operating at an airport, can you not provide some incentive in order to attract quieter aircraft?

Team Response: Yes, it can be done but it would take a lot to implement. This has been used at some airports through landing fees. However, how do you determine the marginal benefit, and the airport cannot discriminate against other operators.

One Commentator stated (and was supported by another) that 'The FBO's do have incentives as part of their marketing plans in an effort to attract newer aircraft. They offer discounts in order to promote development. However, it is difficult (in my opinion) if not impossible to attract these aircraft if the airport itself does not meet design standards required by that aircraft. In order to continue to grow and promote the airport, infrastructure must be in place to accommodate this demand.'



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Team Comment: This, however, is the “Catch-22” – FAA won’t support certain improvements until you show demonstrated demand (i.e. 500 annual operations in the next five years). However, some aircraft operators won’t use the airport because it doesn’t meet their operating requirements.

TAC Question: What is the market area of Charlotte County Airport? How does it compare to St. Lucie County?

Team Response: Charlotte County Airport’s market area includes Ft. Myers, Sarasota and South Tampa. The users of Charlotte County Airport are price sensitive and don’t need to get to a specific city rather they are looking to get to a certain region and then they will use other transportation to get to their ultimate destinations. This is why Allegiant has been so successful.

One Commentator stated ‘Skybus was at St. Augustine Airport but went out of business.’

Team Response: Skybus didn’t go out of business because of lack of demand rather it was associated with the credit crisis and credit card hold backs. Skybus proved that people would fly to a region rather than a specific city if the fares were low enough.

TAC Question: What does Allegiant Air Fly?

Team Response: Allegiant flies DC9 Aircraft which are typically 90 percent full. However, as part of their model, if they can’t achieve this load factor at an airport, they will pull out as they have recently done at Columbia Metro in South Carolina.

TAC Question: What is required to support commercial service at St. Lucie?

Team Response: With the exception of the Terminal and TSA requirements, the airport has a lot of the physical facilities necessary to support some level of commercial service. However, some air carriers as part of their operating certificate may have certain physical requirements with regard to where they operate. We won’t know this until you speak to the operator.

The Moderator described Alternatives 2A and 2B, Limited Commercial Service, and stated that each alternative is based upon different critical aircraft. Alternative 2A is based upon the requirements of the Gulfstream 550 (General Aviation Critical Aircraft) and DH-8 Q300 (Commercial Critical Aircraft). Alternative 2B is based upon the CRJ-900ER (NextGen).

The Moderator presented two draft commercial options based upon a rehabilitation of the existing Airport Administration Building. However, the Architectural Team associated with this development still needed to speak with TSA regarding their commercial requirements.

D. Lewis mentioned that the Architectural Team was looking at coordinating development with US Customs and possibly connecting the two buildings.

The Moderator stated that one of the biggest differences between Alternative 2A and 2B is that in 2B, the FPL Power Transmission Lines will need to be relocated to allow for lower approach minima. In an effort to provide the airport with the greatest flexibility for future development, it was



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recommended, when demand warrants, that the power lines be relocated to Seminole Road. Although previous master plans recommended moving these lines west of North King's Highway, it was concluded as part of this master plan that moving the power lines to Seminole Road would never require the airport to have to move them again even in the case of a runway extension.

TAC Question: Why does anybody have a problem with moving the power lines? Seems like a "no brainer"?

D. Lewis Response: FPL requires the County to pay for the relocation. Just to move the power lines to accommodate the training runway was over \$1.7 million, and they were lucky enough to get some money from the agencies in conjunction with the training runway construction. Also, if the power lines are moved off airport property, the county will need to purchase the land for the right of way in addition to moving the lines.

Team Comment: The Master Plan Team has been coordinating with the County's Transportation and Growth Management departments since they have long-range plans out to 50 years. According to Growth Management, with planned TVC development, the existing power lines may not be able to support their development and improvements will need to be made anyway.

TAC Question: Can the power lines be buried?

One Commentator stated 'No, since these are power transmission lines you would need to insulate using a special gel, etc, etc. It would be extremely cost prohibitive.'

TAC Question: Does Alternative 2B lower visibility minimums?

Team Response: Yes, with the addition of Medium Intensity Approach Lighting with Runway Alignment Indicator Lights (MALSR) and upgrading the existing runway lighting to High Intensity, the visibility minimum would be reduced to a true Category I instrument landing system (ILS) approach of ½ statute mile. (Note: a MALSR uses lighting which includes sequenced type strobe lighting to direct aircraft to the runway)

The Moderator presented Alternative 3, which is based upon the possibility of FPR serving unconstrained air carrier service. Since many of the TAC (but not all) wanted the Team to evaluate preserving land for future aviation development beyond the twenty-year planning period, Alternative 3 was developed. Projects shown that relate to full air carrier service, such as the extension of Runway 10R-28L and 10L-28R although shown, were developed to determine the area required to support such development. These projects will not occur within the twenty-year timeframe since no justification exists. Further, prior to design, a justification, benefit cost analysis, environmental assessment, etc. must be done.

TAC Question: Could you extend to the East?

Team Response: We evaluated this in the report. Because of the terrain, noise issues and anticipated costs, we determined it was not worthwhile to pursue a runway extension to the east. However, as shown in Alternative 3, it is recommended that land be reserved to support future navigational aids and lighting in support of new technology, such as NextGen.



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TAC Question: How far could you extend to the west without relocating the power lines?

Team Response: You cannot extend to the west any further without negatively impacting the approach minimums.

TAC Question: What is the difference between Alternatives 2A and 2B?

Team Response: The primary difference is the approach visibility on Runway 10R and the associated costs related to relocating the power lines, upgrading lighting, etc. However, from a cost benefit side, there is no justification for this development at this time.

The Moderator: The alternatives were developed to provide almost a systematic approach or phasing for development over a 50+ year time period at FPR if demand were to exist to justify such development. Alternative 1 supports the airport's current role as a GA airport, and recommended projects are in support of that role. Alternatives 2A and 2B provide varying levels of commercial service. And far into the future, Alternative 3 shows what may be required, based upon current aircraft fleet and federal requirements, to support full commercial service. It is important to note that aircraft are becoming more efficient, quieter and in some cases requiring less operating runway length than their predecessors. This combined with new technology, including NextGen, may negate the need for some of the improvements shown here. The purpose of Alternative 3 was merely to address the potential future land use needs associated with commercial development, to provide the County greater flexibility for such development while also coordinating with other long-term countywide planning efforts.

TAC Question: What is the benefit side of Alternatives 2A and 2B?

Team Response: Some operators may prefer to operate under a more controlled environment. However, Bahamasair is operating at airports with 1 mile visibility in the Bahamas and legacy carriers (i.e. Delta) operate at Ft. Lauderdale which has visibility minimums down to only ¼ statute mile. But in support of the potential for commercial service, do you want to at least preserve land to allow for such future development if demand warranted?

The Moderator stated that the purpose of the master plan is to identify projects and associated costs so they can be put into the FAA and FDOT funding cycle. The airport may or not obtain funding for some recommended master plan projects since they may rate low based upon funding priorities or there is another more important project at another airport within the region that needs the money more.

Master Plans are also updated every five to ten years, so the purpose of reserving areas for aviation development is so future planners will revisit the issues in subsequent master plans. The reservation of land, as shown in Alternative 3, is not just for a runway extension, it could be related to runway lighting, shifting the runway, approach and departure protection zones, etc.

TAC Question: Why is FPL "off the hook" from participating in relocating the power lines if needed? Also, the advantage of identifying such projects even though they may not be needed in the next 10-20 years helps coordinate local planning efforts with airport development.



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Team Response: Right now there is no justification for relocating the power lines; therefore, FPL will not participate in the cost of relocating. Further, it is likely that a cost benefit analysis will be done to see if demand warrants the cost of relocation.

One commentator stated 'The (St. Lucie) Village Board will likely be ok with Alternatives 2A and even 2B, but will be set against Alternative 3.'

A member of the Public further stated that 'The previous Part 150 Study (not sure if he was referring to 1987, 1994 or 2005 Noise Study) showed that the noise contours went straight down the center of the Village; therefore, it is unlikely that anyone from that community would support the introduction of large commercial aircraft operations as suggested in Alternative 3.'

Moderator Comment: During the previous meeting, the majority of the TAC (not all) was in some agreement with preserving land on the airport to accommodate the potential for future development. Is this still true?

TAC Question: Can you first explain how you "reserve land"?

Team Response: Land reserved for future "aviation development" will be shown as a box. The language used will be very generic and non-committal. The team needs to do this in order to identify areas that can be used for other sources of revenue generation and environmental mitigation. However, the focus of the master plan will be on the short to mid-term, but it is our suggestion that the County not lose out on an opportunity.

At Least Three (3) Commentators stated that 'It is important to reserve for the long-term.'

Two Commentators also stated that 'It is important to not say that the St. Lucie Community may not support Alternative 3. The county is home to more than 280,000 people who in the future will demand other transportation options.'

One Commentator stated 'Still demand must be there in order to justify development.'

One Commentator stated 'There is definitely a cost of reserving property for future development. We have Vero Beach, Sebastian, Okeechobee, etc nearby. What are they doing? What is the demand? There is competition for money and if we are taking property off the market, wouldn't that negatively impact the airport?'

TAC Question: But how does this compare? Based upon the entire airport property, what is the cost of reserving the portion of the airport property as suggested in Alternative 3? Isn't there a way to preserve but use language that allows for alternative development if warranted?

Team Response: Yes, the purpose of Alternative 3 is not to make the property unusable for anything but aviation, but to help the team determine areas for non-aviation development without limiting the long-term potential of FPR.



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One member of the Public asked 'What are the impacts to the community? It is (my opinion) that St. Lucie Village residents will support Alternative 3.'

One Commentator stated in response that 'The airport serves the entire county, so you need to consider the entire county as the community not just contiguous properties. I know of many subdivisions located near I-95 and that noise far surpasses anything from the airport. This airport supports the county community not just people contiguous to it.'

Moderator Comment: If recommendations don't end up in the plan, they will not be considered. Further, development must still be evaluated based upon financial feasibility.

One Commentator stated that 'The last master plan did not address a number of key issues. We need to do the right thing to address development. The primary obligation of this airport is economic growth. The airport needs to reinvent itself since both Vero Beach and Stewart Airports have no desire to grow. Therefore, as part of this master plan update, it would be to our benefit to consider not only the existing issues but to provide recommendations (including the reservation of land) to accommodate potential opportunities.'

In an effort to determine preferred development, The Moderator requested TAC members vote on the alternatives.

TAC Question: Do we have to vote for only one alternative?

Team Response: No, you can vote for an alternative in its entirety as well as parts of another if you so choose. It was anticipated that the preferred development would consist of a hybrid of the alternatives presented as well as requests from the TAC.

Moderator Question: How many approve of using Alternative 2A as the base for development?

TAC Members: All TAC members in attendance approved of Alternative 2A as a base.

Three Commentators stated 'Use Alternative 2A as the base but preserve for future development as shown in Alternatives 2B and 3.'

Several (3 or more) Commentators stated (and all attendees seemed to agree either through a verbal or physical affirmative) that 'in the master plan, the following recommendations should be included: power lines should be moved; use of NextGen encouraged and implementation of policies and operating improvements to support economic development.'

TAC Question: Does anyone have any idea how much it will cost to actually move the power lines to Seminole Road?

Team Response: At this time no, but we are trying to get some information from FPL. This information will be incorporated into the financial feasibility section of the report if that is the wish of the Committee.



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One Commentator stated 'Agree with Alternative 2A being used as a base for development with areas reserved to accommodate development shown in Alternatives 2B and 3. The previous Master Plan did not cover a lot of stuff, so we should consider the potential for such development in the future.'

One Commentator stated 'The Airport should try to be all things to everyone.'

One member of the Public stated 'However, Alternative 3 is offensive to anyone living near the airport. When the 1983 master plan suggested that FPR would support commercial service, land owners used it to falsely boost the price of property.'

Moderator Question: Do you have an issue with just preserving land for potential long-term (50+ year) development?

One Commentator stated 'Do what is necessary to make the airport safe and encourage economic development, but stay away from Alternative 3. Don't have an issue with preserving, but don't want to see something like what is shown in Alternative 3 to happen in the next 10 years. Just because it is on the master plan, don't want to see things speed up. Want to make sure that there is justification for such development. Also want to see something encouraging noise abatement.'

One member of the Public stated 'I (Mayor Thiess) will take this information back to the Board of St. Lucie Village but think they will oppose Alternative 3 unless aircraft operations totally change. The Village has been here since 1885 and unlikely to move, but I do not object to either Alternative 2A or 2B with some reservation of land for future development.'

One Commentator stated 'For Alternatives 2A, 2B and preservation of 3 – You have to give County and Airport Administration flexibility in dealing with potential opportunities.'

One Commentator stated 'Agree with safety and operational upgrades needed to preserve airport. Also, agree with using very nebulous (vague) wording to identify on-airport land preserved for future development that is not as yet justified.'

One Commentator stated 'Don't want to take away the option of preserving for future development. Don't want to give away the land and therefore limit options - better to add a justification codicil associated with proposed development.'

Moderator Comment: The comments and recommendations of this committee as well as the general public will be presented to the Board of County Commissioners for their input and approval before the Alternatives Chapter, airport layout plan and financial analysis can be completed.

TAC Question: Could Runway 14-32 be used as the primary runway? Can this runway be extended to 8,000 feet?

Team Response: No, extending this runway beyond a total length of 5,700 feet would cause several safety and capacity problems by limiting the use of both Runways 10R-28L and 10L-28R. Also, it does not provide 95 percent wind coverage. In addition, Runway 14-32 has pavement strength of only 15,000 lbs single wheel. To support potential long-term commercial service as outlined in Alternative



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3, the runway would need to be widened and extended, pavement strengthened, lighting changed and added, markings changed, etc. Much more costly than Runway 10R-28L even, we believe, with the power line issue.

TAC Question: Before we prioritize the power line issue, can there be a study?

Team Response: A benefit cost analysis will likely be required to determine if moving the power lines would be the best course of action.

One Commentator stated 'Even though it is costly to move the power lines, we should keep this in the master plan along with the recommended right of way west of Seminole Road so development can be coordinated with the County's long-term plans.'

One Commentator stated 'However, the power lines are not just an airport issue and should be coordinated with land use planning.'

TAC Question: How much land is associated with the airport?

D. Lewis: Approximately 3,672 acres

TAC Question: How much on-airport land is under conservation easement?

D. Lewis: Approximately 120 acres are under conservation easement with another 200-250 acres set aside.

TAC Question: Is there any way to determine the operating requirements of the airlines?

Team Response: We would need to contact each airline.

Moderator Comment: In Alternative 2A, the airport can accommodate the majority of general aviation, corporate and Part 135 operations as well as small commercial/commuter service.

One Commentator stated 'However, you can't just consider Bahamasair.'

Team Response: True, there are other commercial operators that most likely can operate at FPR once it becomes certified. Again, since a commercial operator has not as of yet provided a letter of interest, we have to make an educated guess based upon other airports that support commercial operations in the region.

TAC Recommendations:

- All attending TAC Members supported development outlined in Alternative 2A
- 10 of the 12 attending TAC members voted to preserve land for future development as shown in Alternatives 2B and 3. However, demonstrated demand must be shown prior to approval of development. Also, language must be added to consider other development if aviation demand is not warranted. The TAC also wants to make sure that these options are re-evaluated in subsequent plans.



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- Do not allow accelerated development – just because development is on the plan doesn't mean it has to be done unless justified.

VII. Additional Questions and Comments

This section provides a summary of additional questions and comments provided during TAC Meeting #4. Meeting minutes and written comments will be incorporated into Appendix B, Key Members and Public Participation, of the Master Plan Update report.

Public Question: Does the airport have to be an official US Customs Port of Entry to have commercial service?

Team Response: No. Bahamasair and other carriers can operate here without FPR being an official Port of Entry since the airport is a Landing Rights Field.

One Commentator stated 'However, not being a Port of Entry does make the airport less desirable to some users because of the limited operating hours of US Customs.'

D. Lewis: US Customs because of budget cuts and lack of demand is trying to maximize the use of their existing staff rather than adding staff - until there is a definitive need, will be unlikely to expand hours.

One Commentator stated 'However, can't show demand if the US Custom's is not open. The airport used to be a twelve hour field until they cut funding and staffing.'

Public Questions: What has to be done to bring commercial traffic in? What is the timeframe that you envision that those could be completed?

One Commentator stated 'This may be difficult for the Planning Team to determine since there are a number of variables.'

Public Response: These people have a lot of experience and they should be able to say from their expertise that from this list (of requirements) what needs to be required. Some may be negotiable but they (LPA) should be able to say, "Here is what is required in the regulations and here is what we are able to negotiate."

Moderator Comment: Some of this information we could characterize using the Bahamas Air scenario. Given this example, we could come up with a list of projects.

Public Comment: You should be able to come up with a list of projects and costs using ball park estimates.

Public Comment: You are not doing a feasibility analysis as part of this master plan?

Team Response: No, we always do a financial feasibility analysis as part of a master plan. Once the preferred alternative development is determined, the team can start on the cost estimates, phasing and financial analysis. This is usually the last chapter in the report.



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



VIII. Summary and Next Steps

T. Fantinato requested if the TAC would please provide comments on Chapter 4, Demand Capacity and Facility Requirements by November 6, 2009.

T. Fantinato stated that the team is incorporating Staff Comments on Chapter 5, Airport Alternative Analysis. Once we receive approval of the changes, we will provide to the TAC for their review. We will provide at least three weeks for review of the chapter because of the size and amount of information.

D. Lewis also stated that we will be presenting this information to the Board of County Commissioners at an informal workshop. As of today, the date for that meeting has not been set.

The Moderator also invited members of the TAC to attend the public workshop at the Fenn Center Tomorrow, October 15, starting and 5:30 pm EST

October 14th Meeting adjourned at 9:50 pm EST.

ATTENDEE LIST

St. Lucie County International Airport
 Master Plan Update Technical Advisory Committee Meeting
 October 14, 2009
 06:00-08:00 pm

NAME	TITLE	ORGANIZATION	PHONE	E-MAIL
Bill Thiess	Mayor	Town of SLV	370-7804	bthiess@flgov.com
BEN ROBINSON	CITIZEN REP	DCOURT REPORTERS	772-466-6033	subsite@ballsouth.net
GEORGE L. JONES	Cite. RSP	INDIAN RIVERS COUNTY	772-631-5827	KEPER@INDIANRIVERSCOUNTYFL.GOV
Bob Greene	Chair - Volo Aviation -	Comm. CHES D	772 216 6587	Dgreenegre@volocounty.com
Christopher Hambleton	FBO MANAGER	Volo Aviation	772-418-8882	chambleton@volocounty.com
RON KNAGGS	EAA			
SIM VANDELKEN	VILLAGE REP	ST Lucie Village	772-579-2722	sim@stlucie.org
JERRY GROENDYKE	MANAGER TOWER	EAA	405-0761	JERRY.GROENDYKE@EAA.GOV
Franvise Howard	Village Resident		332-0734	franvisehoward@msn.com
Daniel Harrook	P&Z Director	City of PSL	871-5213	sharrook@cityofpsl.com
Peter Buchwald	Exec. Dir.	St Lucie TPO	772-462-1593	buchwald@stlucieco.org

ATTENDEE LIST

St. Lucie County International Airport
 Master Plan Update Technical Advisory Committee Meeting
 October 14, 2009
 06:00-08:00 pm

NAME	TITLE	ORGANIZATION	PHONE	E-MAIL
Heather Young	Airport County Atty	SLC	772-462-1441	heather.young@slc.fl.gov
David Carlin	Airport Director/Planning	City of Fort Pierce	772-460-2200	dcarlin@city-offortpierce.com
EDDIE CARRERA	General Manager	Key Air South Florida	772-440-7202	ecarrera@keyair.com
Todd Cox	Airport Mgr	SLCIA	772-462-1732	cox@slc.fl.gov
Lenny Skelton	SLCFD Lt.	SLCFD	772-621-3504	
Matt Newson	SLCFD FFLM	SLCFD	772-621-3524	
Brian Phares	SLCFD Eng.	SLCFD	772-621-3504	
FRED BARBERA	SLCFD ENG	SLCFD	772-258-5138	
Steve Hoskins		TAC	772-464-4600	

ATTENDEE LIST

St. Lucie County International Airport
 Master Plan Update Public Meeting
 October 15, 2009
 05:30-07:30 pm

NAME	TITLE	ORGANIZATION	PHONE	E-MAIL
Paul Skell	Realtor	ACM	772-359-9355	skellh@5edownload.net
Cliff Perry				cliff37@yahoo.com
AK Swick	vice President Sales	Alvers Companies Design/Build General Contractor	861-839-2825	ASwick@AlversCompanies.com
Chris Hemberton	VP of Marketing	VP of Marketing	781-418-8586	
Chris Deardenky	Commission	SLC	772-462-1410	

ATTENDEE LIST

St. Lucie County International Airport
 Master Plan Update Public Meeting
 October 15, 2009
 05:30-07:30 pm

NAME	TITLE	ORGANIZATION	PHONE	E-MAIL
Adnan Alqurbi	Presid	Adnan Tours	772-229-8557	adnan101@theatmeil.com
Sara Albrecht		DM	772-630-4301	stlucie.com.com
DeRueith			772-465-2725	al@albrecht.com
Dr. M. M. M. M.		HT NEWS	772-333-6688	meisel@hntamnews.com
Tim W. W. W.		WILLAG	772-579-2727	
Luigi Longo			772-370-1290	

Dr. M. M. M. M.
 meisel@hntamnews.com



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



Meeting Date: October 14, 2009
Subject: Master Plan Technical Advisory Recommendations
Author: T. Fantinato, The LPA Group Incorporated

During the October 14, 2009 Technical Advisory Meeting Workshop, see attached meeting minutes, four proposed alternatives were presented:

- Alternative 1 – GA Only/Demand Based Development
- Alternatives 2A and 2B – Limited Commercial Development
- Alternative 3 – Air Carrier Commercial Development

Based upon intensive discussion, a vote was taken in which all attending members of the TAC approved of **Alternative 2A**, *Limited Commercial Development*, as a base for future airport development. The type of aircraft typically associated with the recommended development option are shown in Figures 1 and 2.

Figure 1
Gulfstream 550 (ARC C-III)



Source: Gulfstream Aviation, 2009



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



Figure 2
Bombardier DH-8 Q300



Source: Google Images, Seabee.info, 2009

In addition, the TAC members also voted to preserve property as illustrated in Alternatives 2B and 3 for future aviation development. However, preservation of property must be carefully worded in both the master plan update and County Comprehensive Plan to state development will be based upon demand.

Projects associated with the preferred development graphic (attached) are highlighted below.

I. Projects and Preliminary Phasing

Based upon the TAC's recommendation for long-term development, the following projects are required to accommodate planned development. Phasing shown is based upon planning, engineering and environmental requirements rather than financial feasibility. Further, it is important to note that a requirement for one project (i.e. a runway extension) may trigger other projects, such as a taxiway extension, approach lighting improvements, Air Traffic Control Siting Study, etc.

Preliminary cost estimates, funding and phasing based upon financial feasibility and cash flow analyses will be provided in **Chapter 7** of the Master Plan Update once the final recommended long-term development option is determined.

A. Required Projects

Short-Term (2009-2013):

- Rehabilitate Runway 10R-28L (Completed December 2009)
- Security Fencing Improvements
- Install Medium Intensity Approach Lighting on Runway 10R (MALS or ODALS)



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



- Rehabilitate Taxiways A, B, and C
- Widen Taxiway A and C to 50 feet
- Relocate Lighted Segmented Circle
- Construct holding pad near east end of Taxiway A
- Retrofit/Expand Airport Terminal Building
- Preserve On-Airport Property for Future Aviation Related Development
- Install High Intensity Rotating Beacon
- Environmental Assessment or Environmental Impact Statement (determined by FAA)
- Permitting and Drainage Improvements
- Expand US Border and Customs Facilities
- Install lighted Runway, Taxiway and Apron lighted identification signage and runway hold signs (as needed)
- Complete Airport Operating Certificate, Airport Certification Manual, TSA Airport Security Plan, Wildlife Hazard Management, Emergency Plan and Exercises in preparation for FAA Inspection and potential commercial service.

Mid-Term (2014-2018):

- Expand Electrical Vault
- Strengthen Runway 10R-28L to 90,000 lbs dual wheel
- Strengthen Taxiways A, B, C and E to 90,000 lbs dual wheel
- Strengthen Aprons South, East, Center & Run-Up to 90,000 lbs dual wheel
- Perform Required Environmental Studies and Permitting
- Airport Drainage Improvements

Long-Term (2019-2028):

- Airport Master Plan and Airport Layout Plan Update

B. Recommended Master Plan Projects

The following recommended projects will improve the airport's overall safety and operating capacity as well as provide additional revenue generation options. Since a commercial forecast was not developed as part of this master plan update, recommended commercial requirements are based upon a typical aircraft as well as Federal Aviation Regulations (FARs) Part 139 (Commercial Airport Requirements) FAR Part 121 (Air Carrier Requirements), Transportation Security Regulation (TSR) Parts 1540 and 1542 (Airport Security Requirements), and FAA Design Requirements.



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



Short-Term (2009-2013):

- Install Runway End Identification Lights (REILs) on Runways 10R, 10L, 28R and 28L
- Install Precision Approach Path Indicator Lights (PAPIs) on Runway 10L-28R
- Rehabilitate Air Traffic Control Tower
- Install Bird Tracking Radar
- Add another segmented circle near Runway 10L-28R
- Install Lighted Distance to Go Signs
- Install Taxiway Centerline Reflectors, Clearance Bar Lights, Stop Bar Lights, and Runway Guard Lights
- Install additional lighted wind cones near Runway Thresholds
- Extend Internal Perimeter Road
- Expand Terminal Automobile Parking (as needed)

Mid-Term (2014-2018):

- FAR Part 150 Study (unless required by FAA)
- ARFF Emergency Response Facilities (includes helipad)
- Extend Taxiway A to Airport West Commerce Park
- Remove Taxiway E connector between Taxiway A and Runway 10R-28L
- Construct New Taxiway A Connector (90 degree) near threshold of Runway 28L
- Construct Additional Taxiway A Holding Pad
- Extend Runway 14-32 to 5,700 feet
- Strengthen Runway 14-32 to 60,000 lbs dual wheel
- Extend Taxiway B and add Holding Pad
- Install PAPIs and REILs on Runways 14 and 32
- Replace Visual Approach Slope Indicator Lights with PAPIs
- Extend Taxiway A-3 North and construct Holding Pad near threshold of Runway 14
- Construct five (5) 10-unit T-Hangars
- Construct 8 Corporate Hangars (65 x 65 ft)
- Construct 2,500 SY General Aviation Apron between Runways 10L and 10R
- Construct North-South Taxiway between Runway 10R-28L and 10L-28R
- Acquire Easement/Property – Runway 32 Runway Protection Zone
- Environmental Studies (Categorical Exclusion, EA or EIS), Permitting and Drainage Improvements



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



Long-Term (2019-2028):

- Runway Length Justification
- Benefit Cost Analysis
- Additional Security Fencing, Markings and Surveillance
- Expand Fuel Facilities
- Tree Survey
- North Industrial/Commercial Development
- Corporate and T-Hangar Development
- Access, Automobile Parking and Signage Improvements
- Utilities and Infrastructure
- Wetland and Tree Mitigation

Beyond Twenty-Year Planning Period (2029...):

- Acquire Parcels 40-42 (currently zoned residential)
- Relocate FPL Power Lines to Seminole Blvd
- Construct Partial North Taxiway – Runway 10R
- Install Local Area Augmentation System (LAAS)
- Install Runway Centerline Lighting System and Entrance Lights
- Install Taxiway Centerline Lights and Centerline Lead in and Lead Off lights
- Install approach lighting and/or NAVAIDs on Runways 28L and 28R
- Install Transmissometers (3) on Runway 10R-28L associated with RVR
- Upgrade Medium Intensity Runway Lights to High Intensity Runway Lights - Runway 10R-28L
- ATCT Siting Study
- Construct Satellite ARFF Station
- Relocate Tree Mitigation Area (110 Acres)
- Relocate Gopher Tortoise Mitigation Area
- Relocate Wetland Mitigation Area
- Roadway, Access and Signage Improvements
- Non-Aviation Development
- Airport Drainage, Permitting and Environmental Studies

From: [Todd Cox](#)
To: [Fantinato, Tricia](#); [Jufko, Philip](#)
Cc: [Diana Lewis](#)
Subject: RE: Lists of items to do out of the Master Plan workshop
Date: Thursday, December 10, 2009 3:35:48 PM

Todd's List of Items from the Master Plan Workshop:

1. Definition of commercial activity. Attracting other types of aeronautical businesses such as a Maintenance Repair Operation (MRO) or refurbishment company.
2. A question was raised regarding if elements within the master plan were policy driven or market driven.
3. How far out until the next round of airport master plan talks. Discussion took place regarding things that should put in place now so that in the future, future boards would see that items were being preserved so that future projects could move ahead faster.
4. Capital improvements regarding Bahamas' air. Discussion regarding a warehouse or building to store goods; cargo flights; possible hotel in the front part of the Airport. Developing a niche market that would attract more business associated with the Bahamas. Intermodal possibilities.
5. Financial impacts, project cost sharing. Do we look at future projects and see if cost sharing could be a part of certain projects?
6. Intermodal connections to the airport. Is TPO also working with the airport regarding future transportation strategies.
7. Runway strengthening being moved in to short term projects vice mid-term. Discussions took place regarding why it was in the midterm and the timeline involved.
8. Ensuring environmental items are on track with County policies and preserving land for future on-airport mitigation for project that may need it.
9. Wanted to have a public meeting setup about the master plan in the very near future so that the public would feel that they have been a part of the process from the Commissioner's perspective.
10. Restructuring the recommendations so that capital projects are in line with the alternatives, and which projects would be critical or key to the alternatives and which projects would be secondary or not as critical. Also wanted the financial impacts of those projects.

From: Diana Lewis
Sent: Thursday, December 10, 2009 3:03 PM

To: 'Fantinato, Tricia'; Jufko, Philip
Cc: Todd Cox
Subject: FW: Lists of items to do out of the Master Plan workshop

Here is my list of some of the comments from the meeting. I will let Todd send his to you also.

Lee Ann Lowry had some comments too. One was thinking about a connection to high speed train that may be on the west side.

I am waiting for her list. Since the Board wants to have a public hearing on this phase of alternative development, Chapter 5 will still be a draft until this meeting occurs.

I have to get a date. Is there any time in early January that you are not available?

Diana D. Lewis, A.A.E.
Airport Director
St. Lucie County International Airport
3000 Curtis King Boulevard
Ft. Pierce, FL 34946
(772) 462-1732

From: Diana Lewis
Sent: Thursday, December 10, 2009 8:39 AM
To: Todd Cox; Lee Ann Lowery
Subject: Lists of items to do out of the Master Plan workshop

Here is my list:

1. Projects need to be separated by alternatives and costs included. A spreadsheet showing these would be the preferred way of presenting the information.
2. Clarification of what is commercial should be included. Passenger service is one type of commercial, but others include maintenance operations, air freight, etc. Are these targeted industries that should be included for future accommodations at the Airport?
3. Commissioner Coward wanted to see a discussion about providing facilities to warehouse goods here for shipment by air over to the Bahamas. What would the requirements be where would this be and how does it fit in with the Foreign Trade Zone.
4. Include noise contours. Need to show if possible what contours may go beyond the airport boundaries as commercial service occurs to prevent inappropriate land uses from occurring.
5. Commissioner Craft wanted a format to be used to approach Netjets or other companies about what business is not coming here due to the pavement strength issues.
6. Commissioners wanted a public hearing on what the proposed alternative is now, rather than when the project is done.

Diana D. Lewis, A.A.E.
Airport Director
St. Lucie County International Airport

3000 Curtis King Boulevard
Ft. Pierce, FL 34946
(772) 462-1732

Please Note: Florida has very broad public records laws. Most written communications to or from County officials regarding County business are public records available to the public and media upon request. It is the policy of St. Lucie County that all County records shall be open for personal inspection, examination and / or copying. Your e-mail communications will be subject to public disclosure unless an exemption applies to the communication. If you received this email in error, please notify the sender by reply e-mail and delete all materials from all computers.

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Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



Meeting Date: February 1, 2010

Subject: St. Lucie County International Airport Master Plan
Airport Alternative Development and Technical Advisory Committee Recommendations -
Summary

Author: T. Fantinato, The LPA Group Incorporated

During the October 14, 2009 Technical Advisory Meeting Workshop, four proposed alternatives were presented (see attached graphics):

- Alternative 1 – General Aviation(GA) Only/Demand Based Development (**Figure 5-12**)
- Alternatives 2A and 2B – Limited Commercial Development (**Figures 5-13 & 5-14**, respectively)
- Alternative 3 – Air Carrier Commercial Development (**Figure 5-15**)

Alternative options based upon a type of service (e.g. general aviation and/or passenger commercial service) and a specific critical aircraft. Commercial passenger forecast was not done as part of this master plan update since information related to market demand was unavailable.

Based upon intensive discussion, a vote was taken in which all attending (13 of 15) TAC members approved of **Alternative 2A, Limited Commercial Development**, as a base for future airport development. The TAC members also voted to preserve property as illustrated in Alternatives 2B and 3 for future aviation development as shown in attached graphic, **Draft Technical Advisory Committee Recommended Alternative**. However, preservation of property must be carefully worded in both the master plan update and County Comprehensive Plan to clearly state that future development will be based upon demand.

This information was presented to the general public during a meeting on October 15, 2009, and was also presented to the Board of County Commissioners at an informal BOCC workshop on December 7, 2009. At that time, the Board requested an additional workshop be held to obtain more public input with regard to proposed future development.



Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



I. Airport Alternative Development Options:

A. Alternative Option 1 – General Aviation (GA) Only (attached **Figure 5-12**)

- i. Role - Supports corporate aircraft, flight training, recreational, air charter (scheduled less than 9 passengers and unscheduled less than 30 passengers), limited air cargo, and aircraft maintenance and refurbishment¹.
- ii. Critical Aircraft:

Figure 1
Gulfstream 550 (ARC C-III)



Source: Gulfstream Aviation, 2009

iii. Key projects (**Table B, Alternative Preliminary Development Costs**):

1. Pavement Strengthening (90,000 lbs dual wheel),
2. Taxiway widening (50 feet),
3. Runway approach lighting and navigational aids,
4. Environmental Assessment, etc.

B. Alternative Option 2A – Limited Commercial Passenger Service (attached **Figure 5-13**)

- i. Role - Supports GA operations and scheduled commercial passenger service equal to or greater than 9 passengers and unscheduled commercial passenger service equal to or greater than 30 passengers.
- ii. Requires FAR Part 139 Airport Operating Certificate (AOC)^{2 3}

¹ Under Alternative 1, General Aviation, the airport can support refurbishment, maintenance, painting, etc. of commercial type aircraft (i.e. Canada Regional Jets, Boeing 737s, Airbus 320s, etc.) as long as the airfield (pavement strength, length, separation, etc.) can support these types of operations.

² FAR Part 139 is related to commercial passenger service associated with scheduled operations of 9 passengers or greater and unscheduled operations of 31 passengers or greater.



Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



- iii. Critical Aircraft:
 - 1. Gulfstream 550 – Critical Aircraft for Airfield Design, and
 - 2. DH-8 Q-300 – Commercial Passenger Aircraft currently used by BahamasAir (**Figure 2**)

Figure 2
Bombardier DH-8 Q300



Source: Google Images, Seabee.info, 2009

- iv. Key projects (**Table B, Alternative Preliminary Development Costs**):
 - 1. Retrofitting Airport Terminal and reconfigure parking
 - 2. Expand US Customs and Border Patrol Facilities
 - 3. Install high intensity rotating beacon
 - 4. Extending Taxiway C, etc.

C. *Alternative Option 2B – Regional Commercial Passenger Service (attached **Figure 5-14**)*

- i. Role - Supports General Aviation, limited commercial passenger service (Option 2A) and regional air carrier passenger aircraft with less than 100 seats.
 - 1. Represents next level of commercial passenger service.
 - 2. Requires Airport Operating Certificate (FAR Part 139)
 - 3. Aircraft Rescue and Fire Fighting Equipment requirements would increase due to size of aircraft.
 - 4. Provides lower visibility minimums – ½ statute mile
 - 5. Allows for potential extension of Runway 10R
 - 6. Requires relocation of Florida Power and Light power transmission lines to Seminole Road.

³ Based upon discussions with FAA Airport Certification Office, FAA will not inspect nor issue a certification for FAR Part 139 until it receives a letter of intent from a commercial operator, which includes the type of aircraft, anticipated number of operations, and level of service (i.e. air carrier, air charter, scheduled or unscheduled).



Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



- ii. Critical Aircraft:
 - 1. Gulfstream 550 – Critical Aircraft for Airfield Design, and
 - 2. CRJ-900ER, 96 passenger regional jet – Critical Aircraft for Commercial Passenger Service requirements (**Figure 3**)

Figure 3
Canadair Regional Jet - 900ER



Source: American West Express, 2008

- iii. Key projects (**Table B, Alternative Preliminary Development Costs**):
 - 1. Upgrade runway approach lighting
 - 2. Upgrade airfield lighting and navigational aids
 - 3. Relocate power lines, etc.
- D. Alternative Option 3 – Air Carrier Commercial Passenger Service (attached **Figure 5-15**)**
- i. Role - long-term assumption that ultimately FPR could support legacy carriers and point to point large commercial passenger operations.
 - 1. Market driven analysis and assumes that based aircraft, businesses, and operational activity would far exceed the growth scenarios identified in the forecast chapter.
 - 2. Facility requirements based upon aircraft requirements and other commercial airport facilities within the region (i.e. West Palm Beach, Ft. Lauderdale International Airport, etc).



Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



ii. Critical Aircraft:

1. Boeing 737-800⁴, the most widely used domestic aircraft and also part of BahamaAir's current fleet (Figure 5)

Figure 5
Boeing 737-800



Source: Google Images, Airspotter.com

- Equipped with 162-189 seats
- Maximum Takeoff Weight of 174,000 pounds
- Dual Wheel Landing Gear Configuration
- FAR Regulatory Field Length requirement of 8,150 feet at 89 degrees Fahrenheit

iii. Key Projects:

1. Identifies projects beyond 20-year planning period
2. Projects identified, as shown in **Table B**, used strictly to provide a “footprint” related to reservation of airport land for future aviation related development
3. Runway and taxiway extension
4. Upgraded Navigational Aids and Lighting, etc

⁴ The 737-800 was used to determine airfield and commercial requirements for the purpose of reserving property for future development.



Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



E. Alternative Projects, Preliminary Phasing and Cost Estimates

In all four alternative scenarios, the airport would continue to support existing and forecast corporate, flight training, and recreational aviation activity. Therefore, some projects, both required and recommended based upon activity, are required in all four Alternative Scenarios. As a result, **Table B, Alternative Development Options**, identifies projects associated with all alternatives and those associated with a specific alternative.

- Phasing based upon planning, engineering and environmental requirements rather than financial feasibility. Further, a requirement for one project (e.g. a runway extension) may trigger other projects (e.g. taxiway extension).
- Projects were further defined as either required or recommended to assist management in determining project priorities.
- Preliminary order of magnitude cost estimates in 2009 dollars based upon general engineering estimates and to provide a comparison between proposed development options.

TABLE B MASTER PLAN UPDATE ALTERNATIVE PRELIMINARY DEVELOPMENT COSTS 2009 DOLLARS					
Projects	All Alternatives	Alternative 1	Alternative 2A	Alternative 2B	Alternative 3
Short-Term Required Development:					
Security Fencing Improvements	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Runway Pavement Evaluation - Runway 14-32	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Install ODALs	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Replace VASIs with PAPIs - Runway 10R-28L	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Rehabilitate Taxiway B	\$965,000	\$965,000	\$965,000	\$965,000	\$965,000
Rehabilitate and Widen Taxiway C	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Rehabilitate and Widen Taxiway A	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Relocate Lighted Segmented Circle	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
FAR Part 150 Study	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Runway Strengthening Cost Benefit Analysis	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Runway Strengthening Environmental Assessment	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000
Permitting	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Realign Taxiway D-1 and remove old pavement	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000
Retrofit Airport Administration to Commercial Terminal			\$701,587	\$701,587	\$701,587
Expand US Border and Customs Protections Facilities			\$1,000,000	\$1,000,000	\$1,000,000
Reconfigure Terminal Automobile Parking			\$200,000	\$200,000	\$200,000
High Intensity Rotating Beacon			\$40,000	\$40,000	\$40,000
Expand Electrical Vault			\$500,000	\$500,000	\$500,000



Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



TABLE B MASTER PLAN UPDATE ALTERNATIVE PRELIMINARY DEVELOPMENT COSTS 2009 DOLLARS					
Projects	All Alternatives	Alternative 1	Alternative 2A	Alternative 2B	Alternative 3
Install Distance to Go, Runway, Taxiway and Apron Identification and runway hold signs					\$20,000
Lighting improvements - Taxiways A, B, C & E - Part 139:					
Taxiway Centerline Reflectors					\$1,250
Clearance Bar Lights					\$10,000
Stop Bar Lights					\$22,000
Runway Guard Lights at each intersection with Runway 10R-28L					\$10,000
Install additional lighted wind cone					\$10,000
Total Short-Term Required	\$6,305,000	\$6,305,000	\$8,746,587	\$8,746,587	\$8,819,837
Short-Term Recommended Development:					
Install REILS – Runways 10R-28L & 10L-28R	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000
Install PAPIs - Runway 10L-28R	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000
Rehabilitate ATCT Facilities	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000
Install Bird Tracking Radar	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000
Extend Perimeter North (Hammond Road)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
APP Jet Center of Ft. Pierce Development (Est.):					
2 - 80 x 80 SF Corporate Hangars with Apron and Taxilanes	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000
1 - 100 x 100 SF Corporate Hangar with Apron and Parking	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000
1 - 14 Unit T- Hangar	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
1- 8 Unit T- Hangar	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Drainage Improvements	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Key Air Development Plan (Est.):					
Apron Construction (2 ramps and connectors)	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Taxilane Construction	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000
2- 100 x 500 SF Hangar with Offices	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000
Drainage Improvements	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000
Rehabilitate US Customs		\$900,000			
Expand Airport Administration Building		\$1,000,000			
Install Distance to Go, Runway, Taxiway and Apron Identification and runway hold signs			\$20,000	\$20,000	
Lighting improvements – Taxiways A, B, C & E – Part 139:					
Taxiway Centerline Reflectors—			\$1,250	\$1,250	
Clearance Bar Lights			\$10,000	\$10,000	
Stop Bar Lights			\$22,000	\$22,000	



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TABLE B MASTER PLAN UPDATE ALTERNATIVE PRELIMINARY DEVELOPMENT COSTS 2009 DOLLARS					
Projects	All Alternatives	Alternative 1	Alternative 2A	Alternative 2B	Alternative 3
Runway Guard Lights at each intersection with Runway 10R-28L			\$10,000	\$10,000	
Install additional lighted wind cones			\$10,000	\$10,000	
Additional Segmented Circle - Adjacent to Training Runway				\$60,000	
Total Short-Term Recommended	\$14,104,000	\$16,004,000	\$14,177,250	\$14,237,250	\$14,104,000
Total Estimated Short-Term Project Order of Magnitude Cost Estimates	\$20,409,000	\$22,309,000	\$22,923,837	\$22,983,837	\$22,923,837
Mid-Term Required Development:					
Strengthen (90,000 lbs DW) Runway 10R-28L	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000
Strengthen (90,000 lbs DW) Taxiway A	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000
Strengthen (90,000 DW) Taxiway C	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Strengthen (90,000 DW) and widen remaining portion of Taxiway D	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000
Extend Runway 14	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000
Strengthen (60,000 DW) Runway 14	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Extend Taxiway B	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000
Strengthen Taxiway B (90,000 DW),	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
Strengthen (90,000 lbs DW) Aprons South, East, Center & Run-up	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Strengthen (90,000 DW) Taxiway E		\$800,000			
Environmental & Permitting		\$400,000	\$400,000	\$400,000	
Extend Taxiway D to Runway 28L Threshold			\$500,000	\$500,000	\$500,000
Strengthen (90,000 lbs DW) Remaining Taxiway E			\$650,000	\$650,000	\$650,000
Acquire Easement/Property - Runway 32 RPZ			\$100,000	\$100,000	
Additional Security Fencing, Markings and Surveillance			\$500,000	\$500,000	\$500,000
Additional ARFF Vehicle and Extinguishing Agent				\$60,000	\$60,000
Relocate FPL Power Lines - Estimate				\$10,000,000	\$10,000,000
Extend Taxiway A west					\$850,000
Install MALS - Runway 10R					\$150,000
Upgrade MIRLs to HIRLs on Runway 10R-28L					\$80,000
Install RVR Sensor/Transmissometer					\$45,000
Environmental & Permitting					\$549,000
Airport Drainage Improvements					\$718,400
FAR Part 150 Study					\$250,000
Install North South Connecting					\$730,000



Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



TABLE B MASTER PLAN UPDATE ALTERNATIVE PRELIMINARY DEVELOPMENT COSTS 2009 DOLLARS					
Projects	All Alternatives	Alternative 1	Alternative 2A	Alternative 2B	Alternative 3
Taxiway					
Total Mid-Term Required	\$7,800,000	\$9,000,000	\$9,950,000	\$20,010,000	\$22,882,400
Mid-Term Recommended Projects:					
ARFF Emergency Response Facilities	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Install PAPIs - Runway 14-32	\$24,000	\$24,000	\$24,000	\$24,000	\$24,000
Install REILs – Runway 14-32	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000
Construct Holding Pad - Taxiway B	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
APP Jet Center of Ft. Pierce Development (Est.):					
5 - 80 x 80 SF Corporate Hangars with Apron and Taxilanes (South)	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
2 - 10 Unit T-Hangars with Taxilanes	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
5 - 80 x 80 SF Corporate Hangars with Apron and Taxilanes (Southwest)	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000
1 - 50 x 50 SF Corporate Hangar	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Drainage Improvements	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Key Air Development Plan (Est.):					
2- 100 x 500 SF Hangar with Offices	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000
Apron Construction (2 ramps and connectors)	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Displace Threshold Markings Runway 32		\$12,000			\$12,000
Airport Drainage Improvements		\$202,000			
Extend Taxiway A west, includes markings, lighting and drainage			\$850,000	\$850,000	
Remove Taxiway E between Runway 28L and Taxiway A			\$60,000	\$60,000	\$60,000
Construct West GA Apron (~2500 SY)			\$250,000	\$250,000	\$250,000
Extend Taxiway C			\$900,000		
Construct Holding Pad - Taxiway C			\$60,000		
Environmental & Permitting			\$286,500		
Airport Drainage Improvements			\$382,000		
Expand Fuel Facilities (30,000 gallons)			\$450,000		
Extend Taxiway A-3 North to Connect with Runway 14 Threshold				\$450,000	\$450,000
Construct Holding Pad (Taxiway A-3 and Runway 14)				\$50,000	\$50,000
Environmental & Permitting				\$166,500	
Airport Drainage Improvements				\$222,000	
Expand Fuel Facilities (45,000 gallons)				\$50,000	
Expand Fuel Facilities (60,000					\$600,000



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TABLE B MASTER PLAN UPDATE ALTERNATIVE PRELIMINARY DEVELOPMENT COSTS 2009 DOLLARS					
Projects	All Alternatives	Alternative 1	Alternative 2A	Alternative 2B	Alternative 3
gallons)					
Total Mid-Term Recommended	\$18,704,000	\$18,918,000	\$21,942,500	\$20,802,500	\$20,126,000
Total Estimated Mid-Term Project Order of Magnitude Cost Estimates	\$26,504,000	\$27,918,000	\$31,892,500	\$40,812,500	\$43,008,400
Long-Term Required Development:					
Install MALSR - Runway 10R				\$150,000	
Upgrade MIRLS to HIRLS on Runway 10R-28L				\$80,000	
Install RVR Sensor/Transmissometer				\$45,000	
ARFF Emergency Response Facilities (3 trucks and AFFF)				\$2,000,000	\$2,000,000
Environmental Impact Statement - Runway 10R Extension					\$500,000
ATCT Rehabilitation and Tower Study					\$1,100,000
New Terminal Facilities - 20,000 SF Building					\$5,000,000
Construct New US Customs Facilities					\$3,750,000
Rental Car Facilities					\$2,400,000
SIDA Security Facilities					\$300,000
Additional Security Fencing, surveillance and emergency control room					\$1,500,000
Upgrade parts of Perimeter Fence					\$500,000
Expand Electrical Vault					\$500,000
Drainage Improvements					\$1,590,000
Total Required Long-Term	\$0	\$0	\$0	\$2,275,000	\$19,140,000
Long-Term Recommended Development:					
Airport Master Plan	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Tree Survey - North Industrial Park	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Access and Signage	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000
Utilities and Infrastructure	\$230,000	\$230,000	\$230,000	\$230,000	\$230,000
North Industrial/Commercial Development:					
Utilities and Infrastructure	\$2,200,000	\$2,200,000	\$2,200,000	\$2,200,000	\$2,200,000
Environmental and Permitting	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Access Roads	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
Drainage	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000
Non-Aviation Development:					
Utilities and Infrastructure	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000
Environmental and Permitting	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Access Roads	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Drainage	\$144,000	\$144,000	\$144,000	\$144,000	\$144,000



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TABLE B MASTER PLAN UPDATE ALTERNATIVE PRELIMINARY DEVELOPMENT COSTS 2009 DOLLARS					
Projects	All Alternatives	Alternative 1	Alternative 2A	Alternative 2B	Alternative 3
Security Fencing	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Expand West GA Apron (5,000 SY)			\$500,000	\$500,000	
Construct North Taxiway on former North South Runway			\$450,000	\$450,000	\$450,000
Reconstruct North Taxiway on Former North South Taxiway			\$400,000	\$400,000	\$400,000
Construct North Central GA Apron (5,000 SY)			\$500,000	\$500,000	\$500,000
Install North South Connecting Taxiway				\$730,000	
Environmental and Permitting				\$150,750	
Estimated Drainage Costs				\$176,000	
Tree Survey					\$100,000
Relocate Tree Mitigation Area (110 Acres)					\$150,000
Construct North Parallel Taxiway - Runway 10R-28L					\$1,100,000
Tree Survey -Proposed North GA Apron					\$100,000
Total Recommended Long-Term	\$6,939,000	\$6,939,000	\$8,789,000	\$9,845,750	\$9,739,000
Total Long-Term Development Order of Magnitude Cost Estimates	\$6,939,000	\$6,939,000	\$8,789,000	\$12,120,750	\$28,879,000
Total Required Projects	\$14,105,000	\$15,305,000	\$18,696,587	\$31,031,587	\$50,842,237
Contingency (15%)	\$2,115,750	\$2,295,750	\$2,804,488	\$4,654,738	\$7,626,336
Total Required Projects Order of Magnitude Cost Estimates	\$16,220,750	\$17,600,750	\$21,501,075	\$35,686,325	\$58,468,573
Total Recommended Projects	\$39,747,000	\$41,861,000	\$44,908,750	\$44,885,500	\$43,969,000
Contingency (15%)	\$5,962,050	\$6,279,150	\$6,736,313	\$6,732,825	\$6,595,350
Total Recommended Projects only Order of Magnitude Cost Estimates	\$45,709,050	\$48,140,150	\$51,645,063	\$51,618,325	\$50,564,350
Estimated Total Project Order of Magnitude Costs	\$61,929,800	\$65,740,900	\$73,146,138	\$87,304,650	\$109,032,923
Beyond the 20-Year Planning Period (2028...)					
Extend Runway 10R-28L to 8,000 feet					X
Relocate MALSR					X
Relocate RVR Transmitter (Transmissometer Antenna)					X
Install Two Additional Transmissometer Antennae					X
Strengthen Runway 10R-28L to					X



Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



TABLE B MASTER PLAN UPDATE ALTERNATIVE PRELIMINARY DEVELOPMENT COSTS 2009 DOLLARS					
Projects	All Alternatives	Alternative 1	Alternative 2A	Alternative 2B	Alternative 3
200,000 lbs Dual Wheel					
Install Runway Centerline Lighting System					X
Install Runway Entrance Lights (RELS)					X
Extend Taxiway A					X
Install Hold Pad - Extended Taxiway A					X
Extend North Parallel Taxiway - Runway 10R-28L					X
Strengthen Taxiway A and Connectors to 200,000 lbs DTW					X
Strengthen North Parallel Taxiway (Runway 10R-28L) to 200,000 lbs DTW					X
Strengthen North - South Connector Taxiway to 200,000 lbs DTW					X
Construct New North South Taxiway to Commercial Facilities at threshold of New Runway 10R					X
Install Local Area Augmentation System					X
Install approach lighting - Runway 28L					X
Install Taxiway Centerline Lights					X
Install Taxiway Centerline Lead in and Lead Off Lights					X
Extend Runway 10L-28R to 6000 feet					X
Widen and Strengthen (100,000 lbs DW) Runway 10L-28R					X
Upgrade Runway 10L-28R to non-precision approach					X
Widen, extend and strengthen (100,000 lbs DW) South Taxiway - Runway 10L-28R					X
Construct North Parallel Taxiway - Runway 10L-28R					X
Construct GA Apron (20,000 SY) North of Runway 10L-28R					X
Construct Satellite ARFF Station1					X
Purchase additional ARFF Equipment 1					X
Expand Internal Perimeter Road					X
Acquire Parcels 40, 41, and 42					X
Fuel Storage Expansion					X
Roadway, Access and Signage Improvements					X



Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



II. TAC RECOMMENDED DEVELOPMENT (attached graphic, *Draft Technical Advisory Committee Recommended Alternative*)

- Base Development - Alternative 2A, Limited Commercial Development
- Preserve on-airport land for future aviation development
- Identify areas for non-aviation development
- Implement NextGen procedures to support noise mitigation, and
- Protect on-airport environmentally sensitive areas

A. Preliminary Phasing, Order of Magnitude Cost Estimates and Funding:

Projects were separated into required and recommended projects to assist airport management with priorities. Further, preliminary phasing based upon planning, engineering and environmental requirements rather than financial feasibility. Project phasing will change as part of the implementation plan, **Chapter 7 of the Master Plan Update**, due to FAA and FDOT project funding and priority levels and local match funding.

Estimated Federal, State, Local and Private funding shown in **Table C** is for illustration purposes only. The funding breakdown between federal, state and local monies is dependent upon available grants, funding priorities and local match. This information will be provided in detail in **Chapter 7** of the master plan update.

TABLE C MASTER PLAN UPDATE PRELIMINARY DEVELOPMENT COSTS TAC RECOMMENDED DEVELOPMENT 2009 DOLLARS					
Project Description	Estimated Cost	Estimated Maximum Funding Breakdown			
		Federal	State	Local	Other/ Private
Required Short-Term Development					
Security Fencing Improvements	\$250,000	\$0	\$200,000	\$50,000	\$0
Runway Pavement Evaluation - Runway 14-32	\$60,000	\$57,000	\$1,500	\$1,500	\$0
Install MALs, includes cable and conduit	\$500,000	\$475,000	\$12,500	\$12,500	\$0
Replace VASIs with PAPIs - Runway 10R-28L	\$20,000	\$19,000	\$500	\$500	\$0
Rehabilitate Taxiway B	\$965,000	\$916,750	\$24,125	\$24,125	\$0
Rehabilitate Taxiway C	\$700,000	\$665,000	\$17,500	\$17,500	\$0
Widen Taxiway C	\$500,000	\$475,000	\$12,500	\$12,500	\$0
Rehabilitate Taxiway A	\$1,200,000	\$1,140,000	\$30,000	\$30,000	\$0
Widen Taxiway A	\$800,000	\$760,000	\$20,000	\$20,000	\$0
Realign Taxiway D-1 and remove old pavement	\$700,000	\$665,000	\$17,500	\$17,500	\$0
Extend Taxiway D to Runway 28L Threshold	\$500,000	\$475,000	\$12,500	\$12,500	\$0
Relocate Lighted Segmented Circle	\$60,000	\$57,000	\$1,500	\$1,500	\$0
Environmental Assessment/Environmental Impact Statement	\$225,000	\$213,750	\$5,625	\$5,625	\$0



Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



TABLE C MASTER PLAN UPDATE PRELIMINARY DEVELOPMENT COSTS TAC RECOMMENDED DEVELOPMENT 2009 DOLLARS					
Project Description	Estimated Cost	Estimated Maximum Funding Breakdown			
		Federal	State	Local	Other/ Private
Permitting	\$15,000	\$14,250	\$0	\$750	\$0
Drainage Improvements	\$513,000	\$487,350	\$12,825	\$12,825	\$0
Retrofit Airport Administration to Commercial Terminal	\$701,587	\$0	\$350,794	\$350,794	\$0
Expand US Border and Customs Protections Facilities (Depends upon Demand)	\$1,000,000	\$0	\$500,000	\$500,000	\$0
Reconfigure Terminal Automobile Parking	\$200,000	\$0	\$100,000	\$100,000	\$0
High Intensity Rotating Beacon	\$40,000	\$38,000	\$0	\$2,000	\$0
Preserve Airport Property for Potential Long-Term Development	\$0	\$0	\$0	\$0	\$0
Required Short-Term Only	\$8,949,587	\$6,458,100	\$1,319,369	\$1,172,119	\$0
Recommended Short-Term Development:					
Install REILs – Runway 10R-28L & 10L-28R	\$180,000	\$171,000	\$4,500	\$4,500	\$0
Install PAPIs - Runway 10L-28R	\$24,000	\$22,800	\$600	\$600	\$0
Construct Holding Pad on Taxiway D-1	\$15,000	\$0	\$12,000	\$3,000	\$0
Construct additional Taxiway A holding pad between Taxiway E and D	\$50,000	\$47,500.00	\$1,250.0	\$1,250.00	0
FAR Part 150 Study (dependent upon FAA)	\$250,000	\$237,500	\$6,250	\$6,250	\$0
Cost Benefit Analysis - Runway 10R-28L Strengthening	\$60,000	\$57,000	\$1,500	\$1,500	\$0
Construct Taxiway A Holding Pad across from Taxiway A-1	\$50,000	\$47,500	\$1,250	\$1,250	\$0
Rehabilitate ATCT	\$950,000	\$902,500	\$23,750	\$23,750	\$0
Bird Tracking Radar	\$120,000	\$114,000	\$3,000	\$3,000	\$0
Additional Segmented Circle	\$10,000	\$0	\$0	\$10,000	\$0
Install Distance to Go, Runway, Taxiway and Apron Identification and runway hold signs	\$20,000	\$19,000	\$500	\$500	\$0
Recommended Lighting improvements – Taxiways A, B, C & E – Part 139:					
Taxiway Centerline Reflectors—	\$1,250	\$1,188	\$0	\$63	\$0
Clearance Bar Lights	\$10,000	\$9,500	\$250	\$250	\$0
Stop Bar Lights	\$22,000	\$20,900	\$550	\$550	\$0
Runway Guard Lights at each intersection with Runway 10R-28L	\$10,000	\$9,500	\$250	\$250	\$0
Extend Perimeter Road West with Culvert to Connect to Existing Perimeter Road	\$550,000	\$522,500	\$13,750	\$13,750	\$0
Install additional lighted wind cones	\$10,000	\$9,500	\$250	\$250	\$0
APP Jet Center of Ft. Pierce Development (Est.)					
2 - 80 x 80 SF Corporate Hangars with Apron and Taxilanes	\$1,600,000	\$0	\$0	\$0	\$1,600,000
1 - 100 x 100 SF Corporate Hangar with Apron and Parking	\$1,250,000	\$0	\$0	\$0	\$1,250,000
1 - 14 Unit T- Hangar	\$50,000	\$0	\$0	\$0	\$50,000



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TABLE C MASTER PLAN UPDATE PRELIMINARY DEVELOPMENT COSTS TAC RECOMMENDED DEVELOPMENT 2009 DOLLARS					
Project Description	Estimated Cost	Estimated Maximum Funding Breakdown			
		Federal	State	Local	Other/ Private
1- 8 Unit T- Hangar	\$30,000	\$0	\$0	\$0	\$30,000
Drainage Improvements	\$250,000	\$0	\$0	\$0	\$250,000
Key Air Development Plan (Est.)					
Apron Construction (2 ramps and connectors)	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Taxilane Construction	\$175,000	\$0	\$0	\$0	\$175,000
2- 100 x 500 SF Hangar with Offices	\$7,500,000	\$0	\$0	\$0	\$7,500,000
Drainage Improvements (Whole Site)	\$450,000	\$0	\$0	\$0	\$450,000
Total Recommended Short-Term Only	\$15,137,250	\$2,191,888	\$69,650	\$70,713	\$12,805,000
Total Short-Term	\$24,086,837	\$8,649,988	\$1,389,019	\$1,242,831	\$12,805,000
Mid-Term Required Development:					
Expand Electrical Vault	\$500,000	\$475,000	\$12,500	\$12,500	\$0
Strengthen Runway 10R-28L (90,000 lbs DW)	\$1,100,000	\$1,045,000	\$27,500	\$27,500	\$0
Strengthen Taxiway A (90,000 lbs DW)	\$900,000	\$855,000	\$22,500	\$22,500	\$0
Strengthen (90,000 lbs DW) and Widen Taxiway D	\$400,000	\$380,000	\$10,000	\$10,000	\$0
Strengthen (90,000 lbs DW) Taxiway E	\$800,000	\$760,000	\$20,000	\$20,000	\$0
Extend Runway 14	\$1,700,000	\$1,615,000	\$42,500	\$42,500	\$0
Strengthen Runway 14-32 - 60,000 lbs DW	\$500,000	\$475,000	\$12,500	\$12,500	\$0
Extend Taxiway B	\$800,000	\$760,000	\$20,000	\$20,000	\$0
Strengthen Taxiway B (90,000 lbs DW)	\$600,000	\$570,000	\$15,000	\$15,000	\$0
Strengthen Taxiway C (90,000 lbs DW)	\$500,000	\$475,000	\$12,500	\$12,500	\$0
Strengthen Aprons South, East, Center & Run-up (60,000 - 90,000 lbs DW)	\$1,000,000	\$950,000	\$25,000	\$25,000	\$0
Acquire Easement/Property - Runway 32 RPZ	\$100,000	\$95,000	\$2,500	\$2,500	\$0
Total Required Mid-Term Only	\$8,900,000	\$8,455,000	\$222,500	\$222,500	\$0
Recommended Mid-Term Development					
ARFF Emergency Response Facilities	\$1,000,000	\$0	\$800,000	\$200,000	\$0
Expand Fuel Facilities (30,000 gallons)	\$450,000	\$0	\$225,000	\$225,000	\$0
Install PAPIs - Runway 14-32	\$24,000	\$22,800	\$600	\$600	\$0
Install REILs – Runway 14-32	\$90,000	\$85,500	\$2,250	\$2,250	\$0
Construct Holding Pad (60,000 lbs DW) - Taxiway B	\$50,000	\$47,500	\$1,250	\$1,250	\$0
Extend Taxiway A-3 North to Connect with Runway 14 Threshold	\$450,000	\$427,500	\$11,250	\$11,250	\$0
Construct Holding Pad - Taxiway A-3 and Runway 14, includes markings	\$50,000	\$47,500	\$1,250	\$1,250	\$0
Construct West GA Apron (2500 SY)	\$250,000	\$237,500	\$6,250	\$6,250	\$0
APP Jet Center of Ft. Pierce Development (Est.)					
5 - 80 x 80 SF Corporate Hangars with Apron and Taxilanes (South)	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2 - 10 Unit T-Hangars with Taxilanes	\$40,000	\$0	\$0	\$0	\$40,000
5 - 80 x 80 SF Corporate Hangars with Apron and	\$4,000,000	\$0	\$0	\$0	\$4,000,000



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TABLE C MASTER PLAN UPDATE PRELIMINARY DEVELOPMENT COSTS TAC RECOMMENDED DEVELOPMENT 2009 DOLLARS					
Project Description	Estimated Cost	Estimated Maximum Funding Breakdown			
		Federal	State	Local	Other/ Private
Taxilanes (Southwest)					
1 - 50 x 50 SF Corporate Hangar	\$250,000	\$0	\$0	\$0	\$250,000
Drainage Improvements	\$250,000	\$0	\$0	\$0	\$250,000
Key Air Development Plan (Est.)					
2- 100 x 500 SF Hangar with Offices	\$7,500,000	\$0	\$0	\$0	\$7,500,000
Apron Construction (2 ramps and connectors)	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Total Recommended Mid-Term Development Only	\$19,904,000	\$868,300	\$1,047,850	\$447,850	\$17,540,000
Total Mid-Term	\$28,804,000	\$9,323,300	\$1,270,350	\$670,350	\$17,540,000
Required Long-Term Development:					
Airport Master Plan and ALP Update	\$400,000	\$380,000	\$10,000	\$10,000	\$0
Upgrade parts of Perimeter Fence1	\$500,000	\$475,000	\$12,500	\$12,500	\$0
Security Fencing and Access Control	\$500,000	\$0	\$250,000	\$250,000	\$0
Total Required Long-Term Development Only	\$1,400,000	\$855,000	\$272,500	\$272,500	\$0
Recommended Long-Term Development:					
Install North South Connecting Taxiway	\$730,000	\$693,500	\$18,250	\$18,250	\$0
Construct North Taxiway on former North South Runway (includes lighting, marking and removal of old pavement)	\$450,000	\$427,500	\$11,250	\$11,250	\$0
Reconstruct North Taxiway on Former North South Taxiway	\$400,000	\$380,000	\$10,000	\$10,000	\$0
Construct North Central GA Apron (5,000 SY)	\$500,000	\$475,000	\$12,500	\$12,500	\$0
Construct North Parallel Taxiway - Runway 10R-28L	\$1,100,000	\$1,045,000	\$27,500	\$27,500	\$0
Tree Survey -Proposed North GA Apron	\$100,000	\$0	\$50,000	\$50,000	\$0
Expand Electrical Vault1	\$500,000	\$475,000	\$12,500	\$12,500	\$0
Access and Signage	\$45,000	\$0	\$22,500	\$22,500	\$0
Utilities and Infrastructure	\$230,000	\$0	\$115,000	\$115,000	\$0
Tree Survey - North Industrial/Commercial Development	\$100,000	\$0	\$50,000	\$50,000	\$0
Relocate FPL Power Lines	\$10,000,000	\$5,000,000	\$2,500,000	\$2,500,000	\$0
North Industrial/Commercial Development:					
Utilities and Infrastructure	\$2,200,000	\$0	\$1,100,000	\$550,000	\$550,000
Environmental and Permitting	\$500,000	\$0	\$250,000	\$125,000	\$125,000
Access Roads	\$1,300,000	\$0	\$650,000	\$325,000	\$325,000
Drainage	\$800,000	\$0	\$400,000	\$200,000	\$200,000
Non-Aviation Development					
Utilities and Infrastructure	\$120,000	\$0	\$0	\$60,000	\$60,000
Environmental and Permitting	\$100,000	\$0	\$0	\$50,000	\$50,000
Access Roads	\$500,000	\$0	\$0	\$250,000	\$250,000
Drainage	\$144,000	\$0	\$0	\$72,000	\$72,000
Total Recommended Long-Term Development	\$19,819,000	\$8,496,000	\$5,229,500	\$4,461,500	\$1,632,000



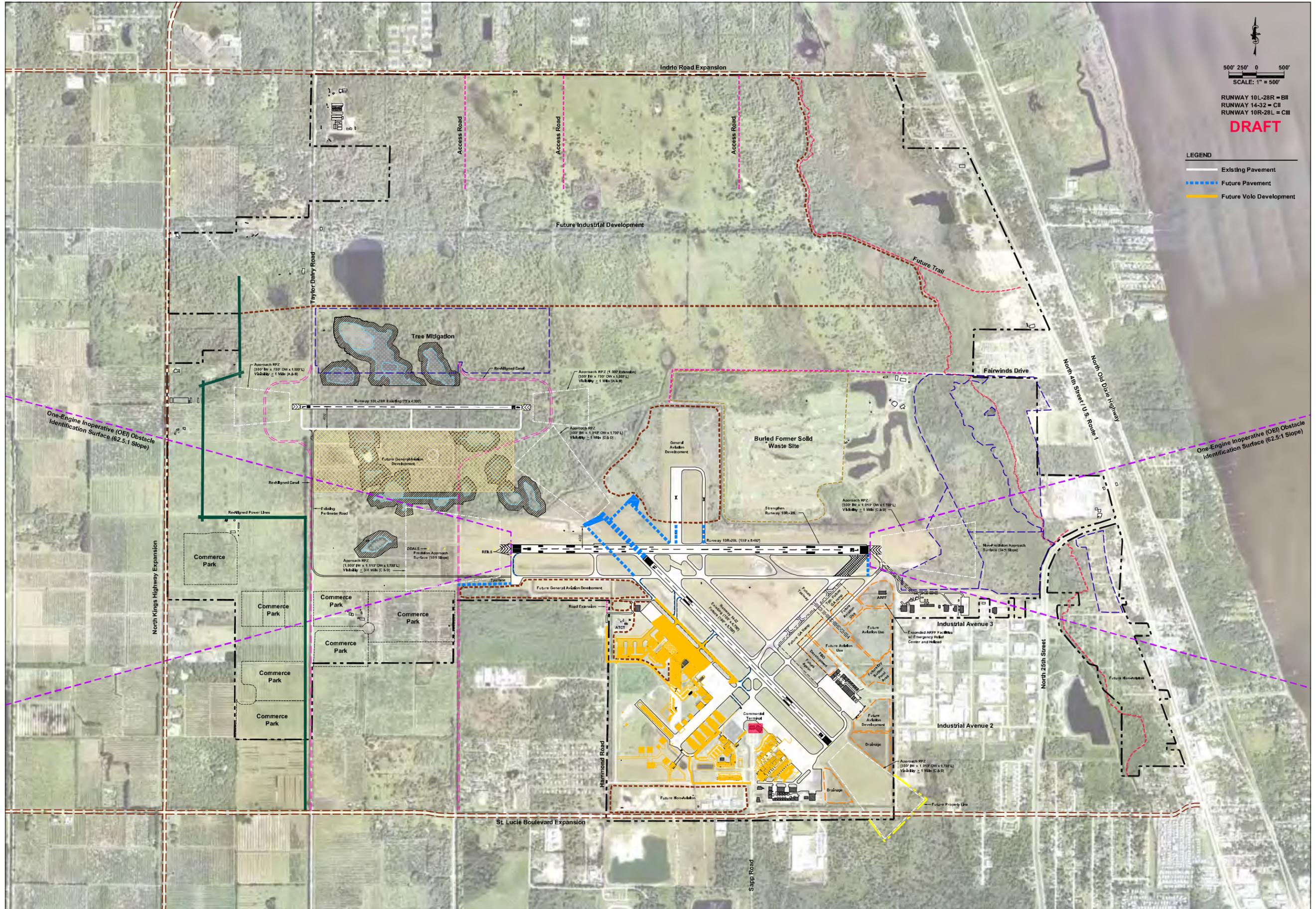
Board of County Commissioners Master Plan Update St. Lucie County International Airport Alternatives and Recommendations



TABLE C MASTER PLAN UPDATE PRELIMINARY DEVELOPMENT COSTS TAC RECOMMENDED DEVELOPMENT 2009 DOLLARS					
Project Description	Estimated Cost	Estimated Maximum Funding Breakdown			
		Federal	State	Local	Other/ Private
Total Long-Term	\$21,219,000	\$9,351,000	\$5,502,000	\$4,734,000	\$1,632,000
Minimum Required Projects – Subtotal	\$19,249,587	\$15,768,100	\$1,814,369	\$1,667,119	\$0
Contingency (15%)	\$2,887,438	\$2,365,215	\$272,155	\$250,068	\$0
Minimum Required Projects Order of Magnitude Costs	\$22,137,025	\$18,133,315	\$2,086,524	\$1,917,186	\$0
Minimum Recommended Projects – Subtotal	\$54,860,250	\$11,556,188	\$6,347,000	\$4,980,063	\$31,977,000
Contingency (15%)	\$8,229,038	\$1,733,428	\$952,050	\$747,009	\$4,796,550
Minimum Recommended Projects Order of Magnitude Costs	\$63,089,288	\$13,289,616	\$7,299,050	\$5,727,072	\$36,773,550
Estimated Total Project Costs	\$85,226,313	\$31,422,931	\$9,385,574	\$7,644,258	\$36,773,550
Beyond 20-Year Planning Period (2029...)					
Environmental Impact Statement - Runway 10R Extension					
FAR Part 150 Study					
Rehabilitate/Improvements to Airport Drainage					
ATCT Rehabilitation and Tower Study					
Install Local Area Augmentation System					
Acquire Parcels 40, 41, and 42					
<i>Source: The LPA Group Incorporated, 2009</i>					

B. Noise Contours (see attached graphic, *2008 and 2028 DNL Noise Contour Comparison*)

- St. Lucie County International Airport implemented several voluntary noise mitigation measures based upon 2005 FAR Part 150 Study.
- 2005 Study used high number of Stage 2 aircraft, which are being “phased out”
- Stage 3 and 4 aircraft quieter and more fuel efficient
- New noise contours, which remain on airport property, based on:
 - Forecast demand
 - New aircraft fleet (including very light jets), and
 - Shift of training operations to new runway, 10L-28R



500' 250' 0 500'
 SCALE: 1" = 500'

RUNWAY 10L-28R = BII
 RUNWAY 14-32 = CII
 RUNWAY 10R-28L = CIII

DRAFT

LEGEND

- Existing Pavement
- - - - Future Pavement
- Future Volo Development

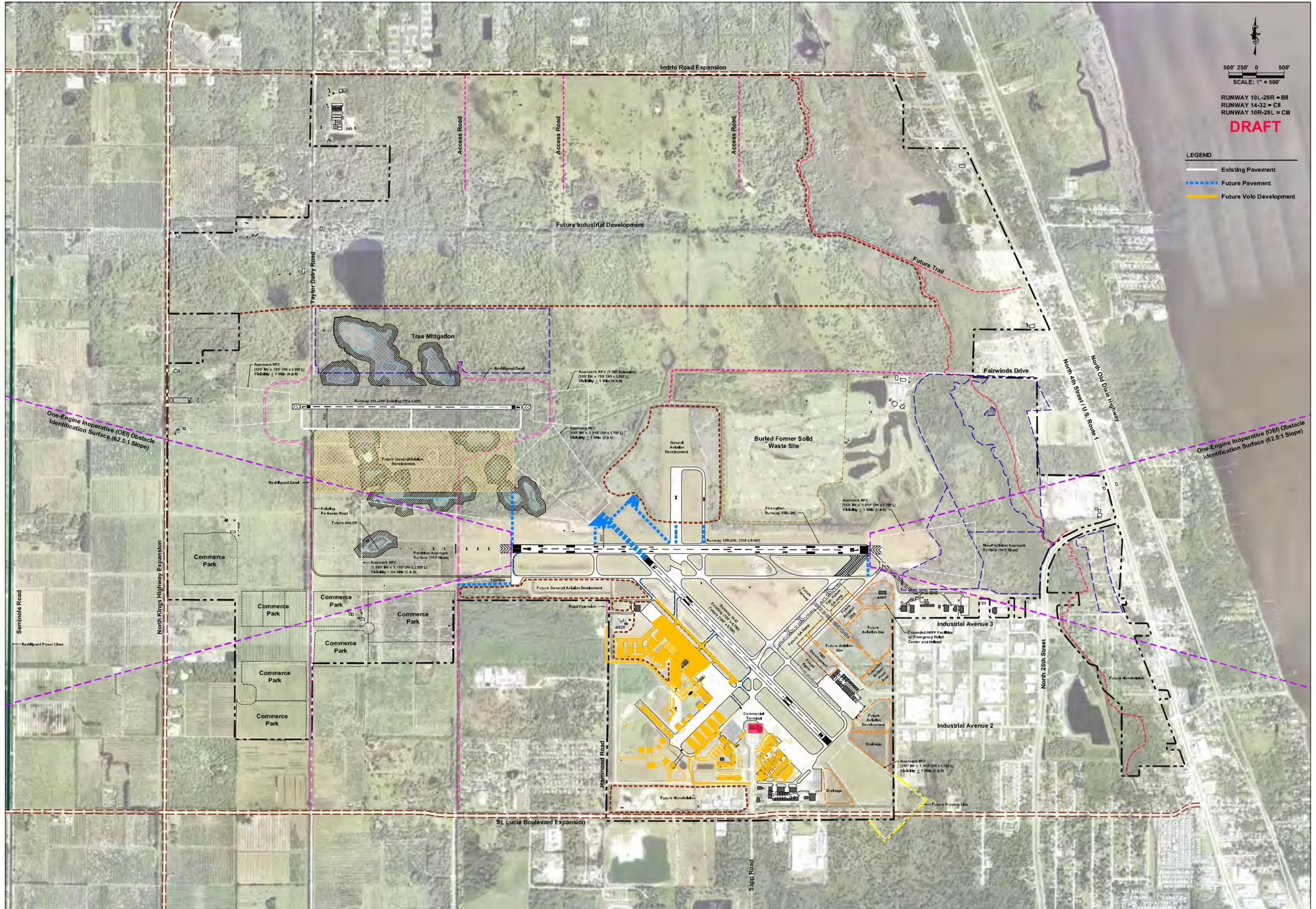


St. Lucie County
 International Airport
 Master Plan Update

Airport Alternative 2A
 Limited Commercial Development

DATE
 11/03/2009

5-13
 FIGURE NO.



500' 250' 0 500'
 SCALE: 1" = 500'

RUNWAY 10L-28R = BII
 RUNWAY 14-32 = CII
 RUNWAY 10R-28L = CIII

DRAFT

LEGEND

- Existing Pavement
- - - - Future Pavement
- Future Volo Development



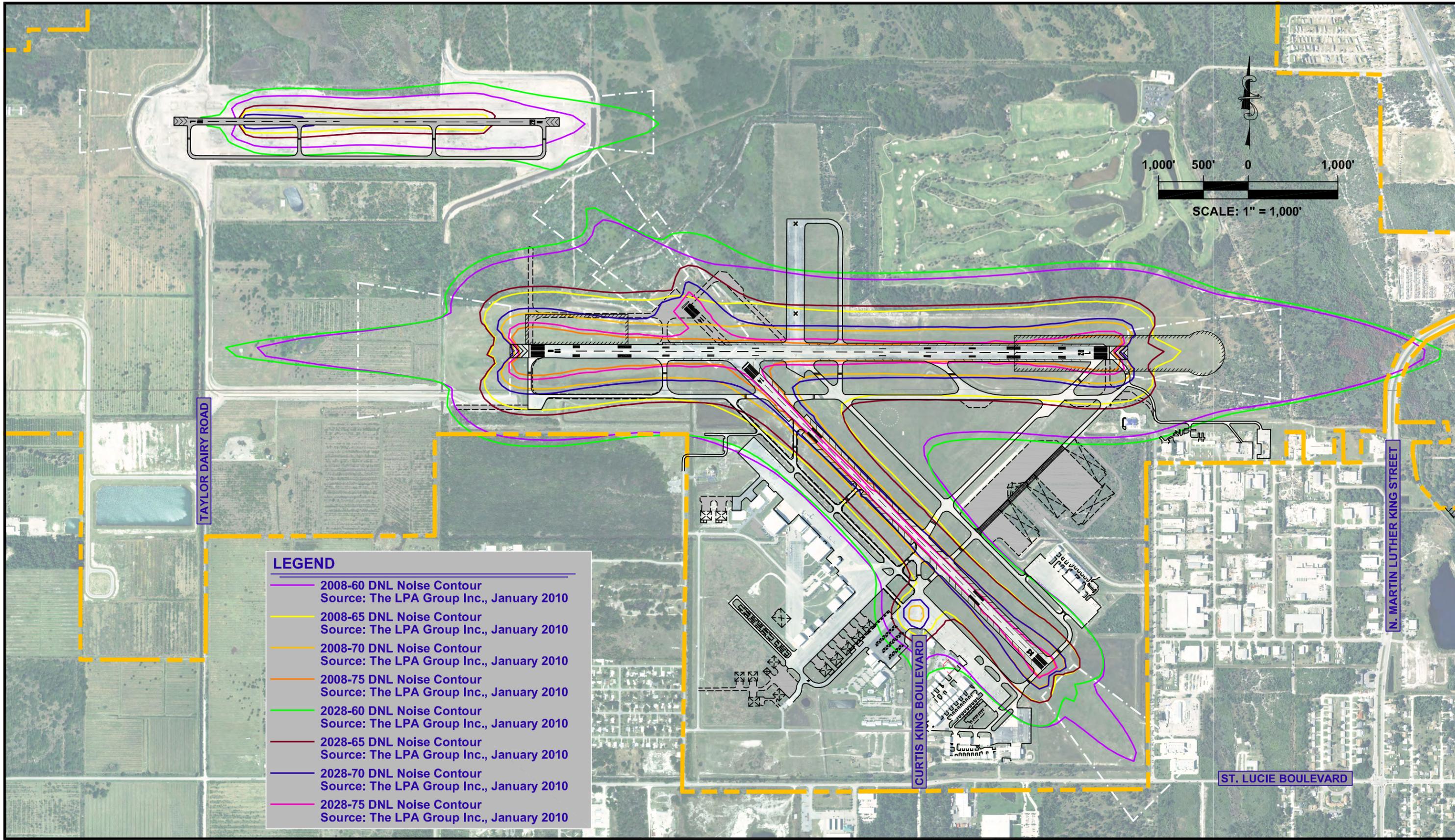
St. Lucie County
 International Airport
 Master Plan Update

Airport Alternative 2B
 Limited Commercial Development

DATE
 10/07/2009

5-14
 FIGURE NO.

Y:\Planning\FPR - St. Lucie County\MPU\Figures\Fig X-X_Noise Contours.dwg January 26 2010-11:41



LEGEND

- 2008-60 DNL Noise Contour
Source: The LPA Group Inc., January 2010
- 2008-65 DNL Noise Contour
Source: The LPA Group Inc., January 2010
- 2008-70 DNL Noise Contour
Source: The LPA Group Inc., January 2010
- 2008-75 DNL Noise Contour
Source: The LPA Group Inc., January 2010
- 2028-60 DNL Noise Contour
Source: The LPA Group Inc., January 2010
- 2028-65 DNL Noise Contour
Source: The LPA Group Inc., January 2010
- 2028-70 DNL Noise Contour
Source: The LPA Group Inc., January 2010
- 2028-75 DNL Noise Contour
Source: The LPA Group Inc., January 2010



**St. Lucie County -
International Airport
Master Plan Update**

**2008 & 2028 DNL NOISE
CONTOUR COMPARISON**

DATE
01/26/2010

X-X

FIGURE NO.



AGENDA

**St. Lucie County International Airport Master Plan Update
 Tenant/Technical Advisory Committee Workshop #5
 Airport Administration Building
 3000 Curtis King Boulevard, Fort Pierce, Florida
 Thursday, May 20, 2010
 6:00 PM – 8:00 PM**

Introduction Tenant / Technical Advisory Committee Member Reception	Mr. Todd Cox, Airport Manager
Technical Advisory Committee Workshop Call Meeting to Order Attendance Approval of Minutes Airport Master Plan Project Status Report Consultant Presentation ¹	TAC Chair
Review of TAC and St. Lucie BOCC Recommendations TAC Airport Development Recommendations from October 14th Workshop BOCC Airport Development Recommendations <ul style="list-style-type: none"> • Informal Board Meeting – December 7, 2009 • Public Workshop – February 1, 2010 	Technical Advisory Committee/ Master Plan Team
Refined TAC Recommended Development Airport Land Use Proposed Land Acquisition Environmental Evaluation Noise Evaluation Stormwater and Drainage Evaluation	Technical Advisory Committee/ Master Plan Team
Airport Layout Plan (Draft) Airport Layout Plan Terminal Area Drawing Airspace Drawings Inner Approach Surface Drawings	Technical Advisory Committee/ Master Plan Team

ATTENDEE LIST

St. Lucie County International Airport
 Master Plan Update Technical Advisory Committee Meeting
 May 19, 2010
 06:00-08:00 pm

NAME	TITLE	ORGANIZATION	PHONE	E-MAIL
DRANE ANDREWS		TRC-Com Spender	467-0066	Andreas114@bellworks.net
Thomas Avicco		APP Set Center	772 489 2285	Avicco@airportcenter.com
Bill (David)		City of PSL	772-571-5213	shelbrooke@cityofpsl.com
Bill Thress	Mayor	Town of St. Lucie Village	370-7804	bthress@spua.com
Phil Tafke	Dir. Aviation Planning	LPA Group	813-889-3892	ptafke@lpagroup.com
Tricia Fantinato	Project Mgr.	LPA Group	813-889-3892	fantinato@lpagroup.com
Heather Young	Asst County Atty	SLC	772-462-1441	young.h@stlucieco.org
EDDIE CABRERA	General Manager	Key Air South Florida	772-460-7202	ecabrera@keyair.com
Pat Luape				
MARC SATERLEE	PLANNING & DEVELOPMENT Services Director	SLC	462-2822	saterlee@stlucieco.org
Peter Buchwald	Exec. Dir.	St. Lucie TPO	462-1593	buchwald@stlucieco.org



Departure Surface Drawing
 Airport Land Use (includes Noise Contours), and
 Airport Property Map

Capital Improvement Program and Cost Estimates

**Technical Advisory Committee/
 Master Plan Team**

Recommended Projects
 Project Phasing
 Estimated Costs

Financial Feasibility Plan

**Technical Advisory Committee/
 Master Plan Team**

Existing and Forecast Airport Revenues and Expenses
 Overview of Cash Flow Analysis
 Funding Sources

- Federal Aviation Administration
- Florida Department of Transportation
- Environmental Protection Agency
- Federal Transit Authority
- State and local economic grants
- Tax-Exempt Bonds
- On-Airport Revenue Generation, etc

Questions and Comments

Master Plan Team

TAC Comments/Questions
 Public Comments/Questions (3-minutes each)²

Summary and Next Steps

**Technical Advisory Committee/
 Master Plan Team**

St. Lucie County BOCC Workshop & Draft Approval – June 2010
 Initial Submittal to FAA/FDOT for Review – July 2010
 Submittal to FAA Regional Office for Review – October 2010
 Final FAA/FDOT Approval – January 2011
 BOCC Final Presentation, Approval & Adoption– February 2011

Adjournment

Notes:

¹Mr. Philip Jufko, Director of Planning, will lead the Workshop.

²Public requests to speak at the end of the meeting, if time is available, must provide a written request during the meeting. Public comments must be limited to 3-minutes. Comments may also be provided in writing to the Master Plan Team.

Bob Greene
602 Malabar Ave.
Ft. Pierce, Florida 34949
772 216 6587
772 489 4995 fax

DGreene442@comcast.net



Fax

To:
LPA
/Tricia
Fantina
to

From: Bob Greene

Fax: 813 889 3893

Pages: 2

Phone: 813 889 3892

Date: 4/6/09

Re:

cc:

For Review

4/6/2009

Robert P. Greene
602 Malabar Ave.
Ft. Pierce, Florida 34949

The LPA Group
Attention: Tricia Fantinato
Manager, Aviation Planning/Project Manager

Dear Ms Fantinato

In reference to the FPR Working Paper #1.

Per our conversation on April 2, 09 the following notes are a follow-up as to some areas of interest I have.

First, citing the "continuing Florida Aviation System Planning Process, (CFASPP-pg10 and FASP2025), I concur with assessment and recognition of the impotence of FPR in development to a commercial airport to serve the growing needs of the Tri-county area.

Reference Table 2-2, Treasure coast Region Public Airports, (pg13), and Table 2-3, FDOT Five-Year Work program-FPR-Program, (pg15)

The question is, is there any room for realignment or redistribution of project monies to better fill the needs of FPR development. I.E. Impact study for lengthen and increasing weight bearing for R/W 10R/28L, Part 139 certification.

Reference Para. 2.4.4 Visual Approach Aids

R/W10L/28R.

The intent and purpose of that runway was merited on the ideal that the runway use was for training and the benefit of disbursing noise and runway congestion. In the interest of continuation of the noted, it would to the advantage to allow this runway use at night and during inclement weather conditions. As a pilot, the safety factor generated by visual approach aids should be a focus point in the installation of runway lighting, VASI, Reil, and Taxiway lighting.

Paragraph 3.5.5, Airspace Modernization/NextGen and 3.5.6, Potential for Commercial Airline Service

NextGen in Theory is just that. The best need today is "more Runways". FPR viability to become a commercial airport for the TRI-county area for all the forecasts noted and the momentum of support by commerce should justify the development of a Part 139 airport certification



Thank you for your time, your working paper is on track with what I believe is the best interests of FPR airport future. Looking forward to the "Round Table", have a great day.

Feel free to call,

Bob Greene, FPR TAC Member

772-216-6587

602 McIntire Ave.



Fantinato, Tricia

From: John Mason [JMason@keyair.com]
Sent: Thursday, April 23, 2009 4:13 PM
To: Fantinato, Tricia
Subject: RE: St. Lucie County International Airport Master Plan Update - Tenant Meeting Minutes

Tricia,

I apologies for not getting back to you sooner, but I would like to know if it is possible to cover the following questions during our April 28, 2009 meeting.

What projects and improvements were identified in the 2002 Master Plan? Can we see that list of proposed projects with a current status report?

Can we have an update on the current airport projects and their status?

Was runway strengthening incorporated into the 2002 master plan, and why wasn't it considered when the overlay project was tabled?

Is the relocation of the US Customs facility next to the new Fire Station being considered in the 2009 Master Plan?

With the need for strengthening the runway at Fort Pierce , is the airport applying for grant money to conduct an environmental study?

What development options are we looking at for the other areas of the airport?

Is the airport considering an inner perimeter road in the 2009 Master Plan?

Thanks,

Best Regards,

John Mason
Senior Vice President
Nationwide/Global FBO Operations

KEY AIR

Waterbury-Oxford Airport
3 Juliano Drive, Suite 201
Oxford, CT 06478

888-KEY-AIR-1 [toll free]
203-264-0605 [phone]
203-264-0218 [fax]
561-371-4641 [cell]

jmason@keyair.com [email]
www.keyair.com [web site]

From: Fantinato, Tricia [mailto:TFantinato@lpagroup.com]
Sent: Monday, February 02, 2009 4:41 PM
To: LBC1950@aol.com; Thephonepeople@gmail.com; Craig@aircraftspecialtiesinc.com; partsmarket@aol.com; Nautechaviation@bellsouth.net; Cyclic47@comcast.net; DGreene442@comcast.net; Info@tradewinds-flight.com; Hopilot2@aol.com; Chambleton@voloaviation.com; Panicofpr@aol.com; John Mason; Gilles Paquet; JimH@americanjets.net; rchap21@bellsouth.net
Cc: Todd Cox; Diana Lewis
Subject: St. Lucie County International Airport Master Plan Update - Tenant Meeting Minutes

Good Afternoon Ladies and Gentlemen,

Attached is a summary copy of the meeting minutes from January 27, 2009 concerning the St. Lucie County International Airport Master Plan Update. I have also attached a copy of the attendance sheet as well. We truly appreciate your input in the process, and we look forward to another lively discussion.

Please if you have any questions or concerns, do not hesitate to contact me directly at (813) 889-3892 or TFantinato@lpagroup.com. Copies of the meeting minutes (both Tenant and Technical Advisory Committee) and the presentations will be uploaded to the project website once available.

Thank you again and have a nice week.

Respectfully,

T. Fantinato

Tricia Fantinato
Manager-Aviation Planning
The LPA Group Incorporated
4503 Woodland Corporate Blvd
Suite 400
Tampa, FL 33614
(813) 889-3892
(813) 889-3893 (fax)
(813) 546-0311 (cell)
TFantinato@lpagroup.com

Comments on SLCIA Master Plan Working Papers

April 28, 2009

William G. Thiess, P.E.

Mayor, Town of St. Lucie Village

Page No.	Comment
1-3	List of key reports reviewed should include the airport business plan prepared by IRCC
1-4	Next to the last bullet, add: "... surrounding the airport, <i>particularly the effects of noise on nearby residential communities.</i> "
1-9	List of bullet items: Will the Master Plan Update address the potential noise impacts of proposed airport development on surrounding residential areas?
2-2	List of bullet items: include the airport business plan prepared by IRCC
2-14 & 2-15	"Other Considerations": The Town of St. Lucie Village is very concerned about "...the potential for attracting commercial service" and "...reasons why FPR may be considered as a potential commercial reliever for PBI." On page 2-15, it is stated that "...residents of West Palm Beach are investigating options to shift some commercial traffic away from PBI because of ongoing congestion and noise concerns. " The Town of St. Lucie Village is very concerned about a shift in this commercial direction because the types of aircraft in commercial service have the potential to create significant noise impacts on residential areas within the Village. In our opinion, additional airport development to attract potential commercial traffic should not be considered. Development in this direction should only be considered if the level of service provided by existing airport facilities is on the verge of becoming sufficiently compromised to warrant the additional development. The Village is adamantly opposed to a "build it and they will come" approach to airport development and will vigorously oppose it.
2-13	We would like to see the document "FASP 2025"
2-21	Last paragraph of Section 2.3.2: shouldn't Runway 9R-27L be 10R-28L?
2-30	In the first paragraph, it is stated that "...based on discussions with existing tenants and members of the TAC, concerns were raised that the dual wheel weight bearing capacity of Runway 10R-28L is inadequate to accommodate long-range corporate jets (i.e., Gulfstream IV and Global Express jets) and associated insurance requirements (85,000 pounds dual wheel minimum). As a result, pavement strength requirements were evaluated as part of this Master Plan update based upon the existing and forecast critical aircraft operational weight requirements." This raises several questions: (1) Are these types of aircraft currently using the runway? (2) If so, what is the impact on SLCIA as the airport operator of continuing this practice with the existing runway, (3) Will increasing the runway strength to 85,000 pounds allow other, larger aircraft to land at FPR?, and (4) This has the potential to significantly impact the Town of St. Lucie Village and other residential areas around the airport. When will these impacts be addressed?
2-35	Mention new lighting being installed along U.S.1 that identifies western limit of noise-sensitive residential areas.

Comments on SLCIA Master Plan Working Papers

April 28, 2009

William G. Thiess, P.E.

Mayor, Town of St. Lucie Village

Page No.	Comment
3-2	Insert after second sentence in paragraph 3.1: "Conversely, overestimating aviation demand can result in under-utilized or stranded assets, which is inconsistent with sound fiscal policy."
3-3	Second paragraph, 5th line from bottom: should "mid-2001" be "mid 2010"?
3-19	The justification for evaluating commercial service at FPR given in paragraph 2 is very weak. Should provide facts to support this, not mere speculation.
3-27	The 2002 APMU forecasts were based on a continuation of the rapid growth that was occurring at that time. We disagree that the assumed continuation of the growth that was occurring 7 years ago is a good assumption for planning, given the reality of the bottom dropping out of the housing market and negative growth being observed in much of the local economy. Population projections for St. Lucie County are used to support the contention that the 2002 AMPU "...may produce realistic forecasts for FPR", but on page 3-20 it is shown that there is a very poor correlation between population and aircraft operations. Additionally, the number of operations at FPR is driven largely by training activities, which should have very little correlation with local population.
3-34	The 02 AMPU projections constitute an "outlier" in comparison to the other forecasts and should not be averaged in with them. The other forecast models are in reasonable agreement and they should be used to develop the aviation forecast for FPR.
3-44	Same comment as above. The 02 AMPU forecasts should not be used.
3-46	Same comment as above. The 02 AMPU forecasts should not be used.

Fantinato, Tricia

From: Jerry.Groendyke@faa.gov
Sent: Tuesday, March 31, 2009 9:59 AM
To: Fantinato, Tricia
Subject: FPR Master plan

Two very minor typos:

1. Page 30 Under Crosswind Runway 14-32 "Runway is oriented in a northeast and southeast direction" Should be NORTHWEST. Runway is not boomerang shaped.
2. Page 35 Under Airfield Lighting it indicates that When ATCT is closed, the runway lights and reils can be activated....It is actually only reils. Runway lights are currently left on continuously at night.

Jerry Groendyke
ATM FPR ATCT ETSU
(772) 465-0761
Fax (772) 461-5876

From: [Diane Andrews](#)
To: [Fantinato, Tricia](#)
Subject: Working Paper Number 1 - Comments
Date: Sunday, April 05, 2009 3:43:16 PM
Attachments: [Bird Strike over St Lucie Co.htm](#)

Tricia:

The format that we are using this time for the Master Plan update is somewhat different than the last time, so I hope I'm providing the input that you are seeking in the correct manner.

It doesn't seem to me that enough weight is being given to current actual statistics when setting goals or forecasting future needs. The hurricanes of 2004 and 2005 scared Pan Am International away. Their reasons will surely be taken into consideration when another flight academy is doing due diligence when looking for a base. Is the planned second, training runway, despite its appeal to trainers, enough to overcome the fear factor of potential hurricane damage and absolute high insurance premiums?

Table 2-9 depicts fuel flowage for 2007 and 2008. Comparing the first quarters of both years, fuel flowage was down 9%. For the year, it was down 14%. Why is the fuel flowage down when the Historic Operations (Table 3-6) was up 33% and the Based Aircraft Ops (Table 3-7) was up 17%? Is that trend continuing? We should now be able to obtain and look at fuel flowage for the first quarter of 2009 to at least partially answer that question. Fewer students would equal fewer training flights which would account for at least some reduced fuel flowage. For that reason, I believe we also need to look at the trends in student enrollment and pilot demand, both locally and nationwide, beginning with the post-hurricane and boom years of 2005-2007.

As stated, population is another factor that affects airport activity levels, and continued population growth in St. Lucie County is treated as a given throughout even though it is acknowledged on page 3-3 that the Florida Legislative Office of Economic and Demographic Research reports more outmigration than in-migration in the State because of the weakened economic climate and housing market. The Woods and Poole statistics in Table 3-1 project 56% population growth in St. Lucie County between 2008 and 2028, yet recent press reports confirm that both county population and the population of its most populous city, Port St. Lucie, have actually decreased in recent months. And any realtor will tell you that seasonal rentals are down dramatically, and that all the people who used to live in the thousands of foreclosed homes went somewhere else, many of them out of state. Long distance movers confirm that they are moving more households out of Florida than into Florida. I believe these negative socio-economic factors should be given more weight.

Woods and Poole, in Table 3-2, also predict a 48% increase in employment in St. Lucie County by the year 2028. Would that that be true, but I don't see the justification for that rosy picture during a time when unemployment is on the rise.

You may conclude that I do not trust some of these forecasts and that is with good reason. Recent population, growth and persons-per-household forecasts for North Hutchinson Island are so far off, indeed actually impossible to attain, that they are laughable.

Facilities: FPR is located in close proximity to agricultural areas that attract birds, and it has wetlands on its property that are feeding and nesting grounds for aquatic birds, the populations of which have rebounded in recent years because of increased wetland protection (*U.S. State of Birds report, Dept. of Interior, March 2009*). FPR's coastal proximity also places it in the middle of a migration route, particularly for Canadian geese. A recent plane-bird strike over St. Lucie County (see attached article), that fortunately ended at FPR without loss of life, raises a safety issue that perhaps should be addressed in future planning for FPR. A state-of-the-art bird radar detection device that has proved to be highly successful would cost approximately \$300,000, and it should not offend environmentalists who would object to other anti-bird methods, such as fogging. The bird radar also serves as a tracking tool for bird migration which should appeal to environmentalists in general and the Audubon Society in particular. (Maybe they would kick in part of the cost!)

The two new FBOs have large-scale development plans over the next several years. These appear to hold the most promise for the County, both in terms of job and economic stimulus. Both have expressed a desire to see runway strengthening to 85,000 lbs, a decision the BOCC will have to make. I was a staunch defender during the last Master Plan Update of maintaining a runway strength of 60,000 lbs but I am certainly open to changing my recommendation based on new data. I believe strengthening is probably the single most important issue, and I would like to see data on exactly what critical aircraft could utilize that strength (besides the newer very light jets), on what types of aircraft companies such as FedEx and UPS have in their current fleet, etc. I expect that this topic will be addressed in depth later in Chapter 4. For that reason I have not addressed it further here.

Happy Easter.

Diane



CITY OF FORT PIERCE COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION

COMPREHENSIVE PLANNING ♦ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ♦ URBAN DESIGN ♦ URBAN FORESTRY ♦ ZONING

October 29, 2009

Ms. Tricia Fantinato
Project Manager
The LPA Group Incorporated
4503 Woodland Corporate Boulevard, Suite 400
Tampa, Florida 33614

**Re: St. Lucie County International Airport Master Plan Update
Chapter 4 Comments**

The following comments are provided regarding Chapter 4 of the Airport Master Plan Update:

- 1) Table 4-5 specifies the recommended critical aircraft for existing and future airfield activity at FPR to be C-III category aircraft such as the Gulfstream. Based on the tabular data, the MTOW for the G-550/GV is 91,000 lbs. However, page 4-14 specifies that short-term demand at this time does not warrant strengthening of Runway 10R-28L to 90,000 lbs dual wheel. It is unclear how the short term demand (5 year planning window?) assessment was determined.
- 2) Page 4-30 specifies that the Learjet 35 is the current "critical aircraft" for general aviation aircraft at KFPR. However, page 4-10 defines the Gulfstream as a critical aircraft for runway 10R, the primary runway for the airport.

It is unclear why the Learjet 35 is being used as the "critical aircraft" when the operations of this type of aircraft have substantially diminished over the past few years and will ultimately be phased out. This is confirmed by looking at a reduction of annual operations in table 4-4 which shows a 30 percent decline from 2007 to 2008. Moreover, this aircraft should not dictate or guide the future facility improvements needed for KFPR since newer generation aircraft continue to enter the market place and use KFPR. Keep in mind, the Learjet 35 dates back to the early 1970's when it first entered into production. The demand to secure this small and fuel hungry product is no longer present.

Additionally, if the Learjet 35 is conducting less than 500 itinerant operations annually, as it did in 2008, it would seem inconsistent to classify this as a "critical aircraft" since 500 annual itinerant operations have not been achieved pursuant to parameters outlined in AC 150-5325-4B, subpart 102 (8), Substantial Use Threshold requirements.

It should also be noted that AC 150-5325-4B, Subpart 101, states that *"the goal is to construct an available runway length for new runways or extensions to existing runways that is suitable for the forecasted critical design airplanes"*. That being said, it would be more appropriate to utilize future projected aircraft classifications anticipated to utilize KFPR as the "critical aircraft" in lieu

of the Learjet 35. This is particularly true considering that a 45 percent increase in traffic occurred with Gulfstream IV aircraft from 2007 to 2008 operations identified in table 4-4.

- 3) Page 4-30 specifies runway length requirements of 5,420 and 7,000 feet for 60 percent and 90 percent load factors respectively for Learjet 35 operations since this was deemed the "critical aircraft." However, utilizing the Learjet 35 as the "critical aircraft" essentially limits the future growth of the airport by not contemplating the inevitable-large corporate aircraft that continue to enter the market place. The fact is that these larger jets, often with MTOW's greater than 60,000 lbs, will not be able to operate into or out of KFPR unless modifications are made to pavement strength and runway length. This is confirmed on page 4-32 where the report identifies that 50 percent of corporate aircraft greater than 60,000 lbs must take some sort of weight penalty to operate from the airport and can further be observed in table 4-16.

This will have a detrimental effect on gaining momentum for future growth at the airport as corporate jets or commercial carriers will not find it economically feasible or practical to operate into an airport where penalties will be common place. The only option for larger aircraft to takeoff or land within the existing runway length and pavement strength is for passengers, fuel, or cargo to be removed from a given flight. Assuming that commercial service is someday established at the airport (limited or full), passengers will not find any benefit from traveling out of KFPR if they are asked to routinely give up a seat and take another flight because the aircraft is weight restricted due to a short runway and pavement strength. This can have negative long-term repercussions in that passengers may find KFPR inconvenient and travel to another airport that would otherwise be able to accommodate a full load without any restrictions. This in turn will drive airlines to focus on other profitable markets.

As it is, the 90 percent load factor for the Learjet 35 requires 7,000 feet of runway when only 6,492 feet exist. In essence, the "critical aircraft" must be weight restricted from operating out of the airport assuming 90 percent loading. This implies that the runway should be modified to accommodate higher load factors. However, page 4-32 states that the 6,492 runway length should be adequate to serve its intended users during the planning period.

- 4) Table 4-16 specifies a yellow highlighted area that specifies aircraft that can takeoff within 6,492 feet. However, 50 percent of the aircraft listed in the adjusted dry takeoff column cannot take off within the existing runway length. This is further magnified when the runway becomes wet and 80 percent of aircraft cannot meet takeoff length requirements. In essence, the existing 6,492 foot long runway does not appear to be "adequate" unless penalties are applied which as previously outlined, is not practical.

Furthermore, the chart is somewhat deceiving as most airplanes that would require "100" percent of the available runway would likely need additional pavement areas to accommodate lift off and climb out to 35 feet assuming engine failure at V1 and to clear obstacles. It is unknown if this has been factored into consideration. Last, the chart specifies a maximum takeoff weight for each respective aircraft type, all of which exceed the current 60,000 lb runway weight limitation for 10R/28L. However, there are not any columns to identify any weight penalties associated with these scenarios. Further clarification would be helpful.

- 5) In the event that limited commercial service is contemplated for future operations at KFPR, the likelihood of regional jet aircraft using the airport is highly probable since most carriers now use regional jets (RJ's) in lieu of turbo props. In addition, most mainline carriers are replacing older fleet types with mid size regional aircraft such as JetBlue with the EMB-170/190 aircraft. The smallest regional jet on the market today has a MTOW of 46,517 (EMB-135/140). However,

these aircraft classifications are automatically assigned the weight category above 60,000 lbs .It should be noted that these aircraft are also slowly being phased out due to operational considerations. Limited seat capacity (50 -70 seats) seat per mile costs, and clogged airspace due to an abundance these smaller aircraft are changing the way airlines think about fleet type. The new trend is to head toward a different market- aircraft that can accommodate 90 seats. For planning purposes, it would seem appropriate to factor this into consideration in terms of what minimum facility improvements are needed to accommodate this type of service.

- 6) Based on the above, the tables utilized for regional aircraft in table 4-17 specifies figures for adjusted takeoff length requirements for maximum takeoff weights at ISA and for 100% load factors. It would seem logical to conclude that 100 percent load factor is the same as maximum takeoff weights. However, the tables provide different runway requirements. It is unclear how the 100 load factor runway lengths were ascertained?

Based on table 4-17, 85 percent of all regional aircraft will incur weight penalties assuming a 100 percent load factor. It is unclear why weight penalties are not factored into consideration when planning for future airport facility improvements such as runway lengths and pavement strength knowing that demand from both corporate and regional aircraft will warrant these modifications. According to page 4-48, "no change in runway length is recommended, unless at some point in the future commercial jet operations are desired." It does not seem appropriate to draw this conclusion since newer corporate and commercial aircraft will not be able to utilize the facilities unless penalties are applied.

- 7) Table 4-16 identifies runway lengths for the adjusted dry takeoff length assuming the mean temperature and airport elevation of 24 feet. It is unknown if any consideration has been factored into the performance calculations for density altitude. Although most airports in Florida are at or near sea level, temperature and pressure often yield performance that would otherwise set density altitude well above 1,000 ft which can further limit aircraft performance.
- 8) Table 4-31 includes a footnote for strengthening and lengthening runway 10R/28L. The footnote references "depending on demand, anticipated to occur in the next 10 years". It is unclear how the demand forecast does not contemplate newer aircraft entering the market place sooner than this time period. Further explanation is required on how this determination is being made.
- 9) Table 4-31 also includes the same footnote for adding approach lighting (MALSR/ODALS) to lower approach minimums for airport operations during IMC. This proposed improvement is not needed. The current visibility requirements of $\frac{3}{4}$ SM and DH 250 feet for 10R will not impact overall operations for either commercial service or any other types of operations. First, the weather patterns are VFR for 97 percent of the time at KFPR. Second, if weather is expected to go below or is below landing minimums for 10R, alternate airport criteria is factored into consideration. Also, it is unlikely that operations specifications for a particular carrier will prohibit operations with these minimum criteria as landing minimums on the approach chart for the landing runway are governing.
- 10) With regard to the future planning of KFPR, it is recommended that proposal 2A be considered. This includes the possible lengthening of the training runway with appropriate navigational upgrades if future demand warrants such action. One of the inherent benefits of the airports location is the fact that it encompasses a large portion of land which can be utilized for future expansion, atypical for most airports in medium sized cities. Given the availability of land for any future improvements, it is extremely important to consider the undeveloped areas of land immediately west of 10R & 10L.

Based on the above, it is recommended that no buildings or other structures be allowed to be constructed in the approach zones to these two runways until there has been a formal determination made by the BOCC, Airport Staff, and other community constituents as to the economic benefits of such action as it will prevent any future expansion of runways at the airport-forever. It may be necessary to implement a special overlay zoning district in these areas that will include special review and approval procedures by County staff and the BOCC to ensure that any requests to develop in these areas are carefully evaluated. This should be done immediately if the current zoning does not already have such procedures.

Thank you for the opportunity to comment on the proposed master plan. Please contact me if you have any questions or comments.



David Carlin
Assistant Director of Planning

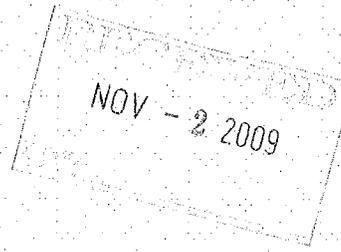
cc: David L. Recor, ICMA-CM, City Manager
Diana Lewis, AAE, Airport Director
Mark Satterlee, AICP, Director of Growth Management



Town of St. Lucie Village

P.O. BOX 3878 • FORT PIERCE, FLORIDA 34948 • (772) 466-6900

October 26, 2009



Ms. Tricia Fantinato
Manager, Aviation Planning
The LPA Group, Inc.
4503 Woodland Corporate Boulevard, Suite 400
Tampa, FL 33614

Dear Ms. Fantinato:

I have attended most or all of the TAC meetings for the St. Lucie County International Airport Master Plan Update. Your group is doing an excellent job communicating the issues and facts related to this master plan update. It has been most informative and I appreciate the opportunity that this open forum provides.

At the October 14 meeting of the TAC, you requested comments on Chapter 4 and more specifically on the "Airport Roles" options as discussed in Chapter 4 and in depth at the TAC meeting. I summarized these discussions for the St. Lucie Village Board of Aldermen at our October 20 town meeting and requested their input on the issues that I identified as important to the Village. On behalf of the Board of Aldermen, I have the following general comments on Chapter 4:

1. The Board is strongly in favor of encouraging development and utilization of NexGen technology, particularly in applications directed toward improving efficiency of airport operations, providing increased safety for nearby developed areas and improving the effectiveness of noise abatement procedures.
2. The Board favors development of the airport industrial park to attract aviation-related and other industry to create jobs, provide a catalyst for other economic development in the County and to help assure the long-term financial viability of the airport.
3. The Board supports continued development of the airport as a general aviation airport.
4. The Board supports limited commercial use of the airport under the following conditions:

- The commercial use is determined to be economically viable and does not place additional costs on county taxpayers or leave stranded assets.
- The commercial use does not require lengthening or strengthening of primary Runway 10R-28L. Any plans to lengthen or strengthen this runway will be closely scrutinized by the Village with regard to potential noise impacts on our residential areas.

I believe these comments are consistent with Option 2A as presented at the October 14 TAC meeting. The Board is not in favor of pursuing Option 2B, but would not be opposed to setting aside lands for its future consideration.

5. The Board is adamantly opposed to "Air Carrier Commercial Service" at this airport. It is doubtful under any future development scenario for St. Lucie County that there would be sufficient demand to support such service. Aircraft utilized to provide this level of service would push the 65 DNL noise contours well to the east of airport property into the Village and the noise levels would be incompatible with residential development within the Village. The Village Board is not in favor of reserving airport lands for this future option.

Again, we appreciate the opportunity to be involved in the TAC for this master plan update and look forward to future meetings as development of this document continues.

Sincerely



William G. Thiess
Mayor

cc: Diana Lewis
Richard Neill Jr., Village Attorney
Board of Aldermen



Volo Aviation, LLC

Sept 24, 2009

Ms. Tricia Fantinato
Manager, Aviation Planning
LPA Group
Tampa, FL
TFantinato@lpagroup.com

Ms. Fantinato:

I recently emailed you referencing a forthcoming letter containing corrections and questions I have concerning the Master Plan Update process for St. Lucie Intl Airport. I understand that this is a work in progress, leaving opportunity to comment.

- Chapter 2, page 8, the line referencing 'Air Charter developing restaurant' is incorrect and is in no way affiliated with Volo and never was. The restaurant does not exist and it was never Volo or B&E Houck's leasehold. It needs to be removed.
- Chapter 2, page 9- The wording should change to: 'B & E Houck begins construction of new flight training facilities to house Pan Am Internationals Flight Training Division, including offices, classrooms, maintenance, and dormitory facilities. This campus is currently occupied by Aviator Aeronautical College.' (Note: I feel it is best to honor the developer who made this happen and has owned the facility since groundbreaking)
- Chapter 2, page 15- I believe the 'Design/Construct New Customs Facility' line item is or has been deleted. You would need to check on that item's status with Diana Lewis.
- Chapter 2, page 47- 'Mirabella Yachts' is listed. That is old information. Mirabella was sold to a new tenant called 'Aircraft Specialties, Inc'. It is an aviation related operation and should not be listed here. There are boat manufacturers utilizing land in the county's east industrial site.
- Corrections to Table 2-8
 - Hangar 2960, sublease tenant of Volo (landlord)
 - Hangar 2962, Wolfenden Enterprises, not Maverick, sublease tenant of Volo(landlord)
 - Hangar 3040, subtenant of Volo(Volo Lessee)
 - Hangar 3160, Aircraft Turbine Works (Volo Lessee)
 - Hangar 3150, Freedom Aviation, Volo Lessee, 41250sqft, Aircraft manufacturing
 - Hangar 3160 is listed twice
 - Hangar 3170, MFI, sublease tenant of Volo(landlord)
 - Hangar 3186 & 3190 is listed twice (second time under 'Airmans Drive' row). Second set needs to be deleted
 - Airmans Drive, rows state 'Future Houck Hangar', Houck is not affiliated with Volo, only a private developer. The property is Volo Future Hangar.
 - Hangar 4240, where is this? It looks like the reference is to another hangar owned by Volo that is already listed earlier in table
 - Listing stating 'Treasure Coast Jet' and below that 'Hangar', this facility, owned by Volo, is already listed earlier in the table. TC Jets is not in a 40000 sqft facility. These two lines need deletion.

Let me know if I can clarify any more of the property for you. These above items do need to be corrected. Also, we sublease ground on our property for KJS Enterprises (not EJS). The facility is on Airman's Drive and is a 12000 sq ft hangar (Volo Landlord). I did not see that facility on here.

- Chapter 2.5.2, page 53- I need to clarify the one line paragraph describing our leasehold. Can we change that line to read:



Volo Aviation, LLC

Volo Aviation sub-leases 84 acres from St. Lucie County and is the largest long-term leaseholder. There are currently 35 structures on the property, 27 are managed and/or sub-leased by the firm. Volo provides all the basic corporate FBO services along with: Customs support, intl flight planning, and life gear rental. Their base tenants also provide a variety of other services including: maintenance, painting, interior refurbishment, flight training, pilot supplies, aircraft recovery, and charter/ambulance flights. Volo also provides design/development services for new structures on its leasehold. There are currently 30 + acres of available developable space. The 'Airport Tiki', a full service bar/diner with a seating capacity of 110, is also located at and managed by Volo Aviation.

I appreciate this change concerning our firm being made.

- Chapter 2.6.3, page 55- Volo has (2) 20000 gal tanks, one Jet, one Avgas, and (1) 1500 avgas self serve tank, for a total capacity of 41500 gal.
- Chapter 3.5.3, page 3-16, Question: Is the change in economic data being *figured* into the forecasts being presented in this plan? I can tell you that fuel flows are off 10-15% for the field and I do not expect this to recover quickly over time. Without accounting for this, the data, as presented, is flawed.

I appreciate the diligence on making these corrections.

As you may have heard, the county is moving forward with a plan to renovate the current terminal building as opposed to an unnecessary long-term expense constructing a new facility that may never pay for itself. The plan should reflect this ongoing project. There is also a possible plan to the change in weight-bearing strength of 10R-28L. It is going to be very important that this master plan reflects this long overdue correction by taking into account the field's handicap and lack of modernization found at other Treasure Coast fields (VRB/SUA). This is an issue that local politicians are expressing sensitivity to any decision on and are basing their position on the position of the planning committee.

One other item that needs to be researched is the traffic pattern effects of the new flight training runway. Now that it is active, the FAA has stated a new position on traffic congestion. To maintain a safety margin, due to the addition of another runway and the lack of an additional controller to handle this new runway, the tower is limiting use of the new runway to only three aircraft. Under the old traffic scenario, the pattern could sustain and controllers could manage 6 or 7 training aircraft at a time. Under the new pattern adjustments, flight training traffic will not be normally allowed on 10R/28L when the training runway is in use. Unfortunately, this is going to greatly affect the operational count for the field. This potential result could be a significant loss in traffic count affecting forecasts and funding for the field. I think this need to be addressed and researched diligently and accurately.

If you have any questions, please do not hesitate to call me.

Best Regards,

Christopher Hambleton, GM Volo Aviation

Cc: Brian Ciambra, VP Ops
Diana Lewis, Airport Director FPR

From: [Diane Andrews](#)
To: [Fantinato, Tricia](#)
Subject: TAC - Chapters 5 and 6 Scrivener's Errors
Date: Sunday, May 16, 2010 3:56:47 PM

Tricia:

Herewith the errata I mentioned:

Page 5-1: There are two footnotes on this page. The second one is behind the figure 3,884 acres (size of airport) but it is designated footnote "23" instead of footnote "2". The next footnote should be #3, but it is #4. You can see what happened. All the footnotes from #23 on page 5-1 through #50 on page 5-138 need to be renumbered #2 through #49.

Page 5-6: 5th line of 2nd paragraph: Correct "mediums" to "media".

Page 5-12: Under Policy 1.1.15.2, correct "effected" to "affected".

Page 5-13: End of paragraph 1. There is a footnote #5 which is not explained – probably belongs to the quote and the document it came from.

Page 5-24: Footnote #20 (new #19) – correct "Kari" Woods to "Kara" Woods.

Page 5-82: Photo caption – correct "American West" to "America West".

Pages 6-27 through 6-43 – Table 6-4: The column headings on each page carry footnotes #1, #2 and #3, but they are not explained.

Diane

Fantinato, Tricia

From: Ron Burkdoll [RBurkdoll@pursuitboats.com]
Sent: Sunday, May 10, 2009 8:51 PM
To: Fantinato, Tricia
Subject: St. Lucie County Airport

Ms. Fantinato,

I had received your email address from Chris Hambleton and as a based tenant pilot and business user of the airport I wanted to pass along two suggestions for your consideration in the airport planning process.

- 1.) I would like see improved lighting for the taxiway identifiers and taxiways.
- 2.) I would like to see some wind socks added so that they are visible from the entry onto each of the runways.

Thank you,

Ron Burkdoll
Pursuit Boats
Ft. Pierce, FL

From: [Dick Sinnott](#)
To: [Fantinato, Tricia](#)
Subject: St. Lucie County Airport
Date: Sunday, April 19, 2009 6:21:08 PM

To whom it may concern:

I have attended 1 of the meetings regarding upgrades and work at FPR. I am glad they are doing it correctly.

I am the AOPA Airport Support Network (ASN) volunteer, and I hope that the weight bearing capacity can be brought up to 85000 pounds as long as all this work is being done. I have voiced that concern to 2 of the county commissioners, and they are in agreement.

Another project might be to plan to relocate the antenna at the new fire station on the east side of the field, just south of the centerline of runway 9/27. It seems a poor place for such an antenna, and will eventually increase the minimum altitudes for our instrument approaches.

Also the repair and resurface of Taxiway B should be planned for. That taxiway is quite bumpy.

Sincerely,

Dick Sinnott