



Appendix H FAA and FDOT Correspondence



Fantinato, Tricia

From: Diana Lewis [lewisd@stlucieco.gov]
Sent: Friday, September 26, 2008 8:45 AM
To: Fantinato, Tricia
Cc: Todd Cox
Subject: Re: Fwd: St. Lucie County International Master Plan Scope of Work and Fee

here are the FAA comments. Any reason to not go forward with our scope?

>>> <Rebecca.Henry@faa.gov> 9/26/2008 8:31 am >>>
Diana,

A few comments on the Master Plan Scope of Work--

FAA must approve forecasts, as they will be used to generate the FAA approved ALP.
Page 25, check the definition of "design aircraft"--it is the most demanding aircraft and is not limited to itinerant aircraft as the scope implies.
Page 50, ALP deliverables--the FAA also requires 10 final copies of the ALP for Agency approval and distribution.
If airservice is expected in future years (discussed on page 2,) ALP drawings will need to include the appropriate departure surface drawings.

Thank you for the opportunity to review the document-- Rebecca

Rebecca Henry
Orlando Airports District Office

Fantinato, Tricia

From: Diana Lewis [lewisd@stlucieco.gov]
Sent: Wednesday, October 01, 2008 11:51 AM
To: Fantinato, Tricia
Cc: Todd Cox
Subject: Fwd: FW: St. Lucie County International Master Plan Scope of Work and Fee
Attachments: FPR MP - Exh B - Draft Scope of Services.updated 092308.doc; FPR - Exhibit B -Draft MPU Fee Schedule(updated 092308).xls

Please see below. We won't address the lights on the fence. Does this change any cost in the scope?

>>> "Notz, Nicole" <Nicole.Notz@dot.state.fl.us> 10/1/2008 10:05 am >>>
I spoke to Abdul this morning. I will forward his letter as soon as I get it. He approved it with the condition that the reference to lights - mitigation on the fence be removed since it is addressed in the ALP.

Nicole Notz
FDOT Aviation
(954) 777-4497
(954) 777-3497

-----Original Message-----

From: Notz, Nicole
Sent: Friday, September 26, 2008 10:35 AM
To: Hatim, Abdul
Subject: FW: St. Lucie County International Master Plan Scope of Work and Fee

Could you please review and provide comments for St. Lucie's Draft Master Plan Update. It is scheduled for a board meeting on Oct 7. I will forward the FAA comments next for your reference. Please let me know if you will have a problem getting comments back before it goes to the board.

Thank you!

Nicole Notz
FDOT Aviation
(954) 777-4497
(954) 777-3497

-----Original Message-----

From: Diana Lewis [mailto:lewisd@stlucieco.gov]
Sent: Tuesday, September 23, 2008 2:54 PM
To: Notz, Nicole; Rebecca.Henry@faa.gov
Cc: Miguel.Martinez@faa.gov; Todd Cox; Edie Powell
Subject: Fwd: St. Lucie County International Master Plan Scope of Work and Fee

Attached is the scope and fee for the Master Plan Update. Please let me know if you have any comments, issues, etc. We hope to take this to our Board on 10/7. Thanks.

>>> "Fantinato, Tricia" <TFantinato@lpagroup.com> 9/23/2008 10:39 am >>>
Good Morning Ms. Lewis and Mr. Cox,

I apologize for the mistake - seems I attached old versions of the SOW and Fee. Attached are the correct versions of both for your review, I apologize for any inconvenience this may have caused. Also, I have added text concerning customs and the shift of Runway 9R/27L to their appropriate sections (i.e. facility requirements, airfield alternatives, support alternatives, etc.). Please if you have any questions or concerns, do not hesitate to contact me immediately.

Thank you again for your help and patience. Please have a nice day.

Tricia

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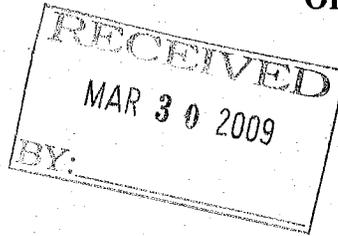
U.S. Department
of Transportation
**Federal Aviation
Administration**

ORLANDO AIRPORTS DISTRICT OFFICE

5950 Hazeltine National Dr., Suite 400

Orlando, Florida 32822-5003

Phone: (407) 812-6331 Fax: (407) 812-6978



March 27, 2009

Ms. Diana Lewis, AAE
Airport Director
St. Lucie County International Airport
3000 Curtis King Blvd.
Ft. Pierce, FL 34946

Dear Ms. Lewis,

RE: St. Lucie County International Airport (FPR), Fort Pierce, Florida
Approval of Airport Master Plan Forecast

This letter responds to the Airport Master Plan forecast forwarded under your consultant's March 13, 2009 letter of transmittal. The forecasts depicted in Table 3-29, on page 3-55 of Chapter 3, Forecasts of Aviation Activity (as attached,) are found to be consistent with the Federal Aviation Administration (FAA) Terminal Area Forecast (TAF) dated December 2008. Therefore, these forecasts are approved for use in your on-going master planning efforts.

If you have any questions, please feel free to contact me at (407) 812-6331, ext. 122.

Sincerely,

Original Signed By

Rebecca R. Henry
Planning Specialist

cc: Tricia Fantinato, LPA Group, Tampa



**TABLE 3-29
AIRPORT PLANNING FORECASTS
FORECAST LEVELS AND GROWTH RATES**

St. Lucie County International Airport, Fort Pierce, Florida

Base Year: 2008

Source: The LPA Group Incorporate, 2009

	Base Yr. Level	Base Yr. + 1yr.	Base Yr. 5yrs.	Base Yr. + 10yrs.	Base Yr. + 15yrs.	Base Yr. + 20yrs.	Average Annual Compound Growth Rates				
							Base Yr. to +1	Base Yr. to +5	Base Yr. to +10	Base Yr. to +15	Base Yr. to +20
OPERATIONS											
Itinerant Operations:											
Air Carrier	0	0	0	0	0	0	NA	NA	NA	NA	NA
Air Taxi	953	978	1,088	1,244	1,421	1,623	2.70%	2.70%	2.70%	2.70%	2.70%
GA	85,566	86,916	92,650	101,009	110,909	123,625	1.58%	1.60%	1.67%	1.74%	1.86%
Military	96	96	96	96	96	96	0.00%	0.00%	0.00%	0.00%	0.00%
Total Itinerant Operations	86,616	87,991	93,835	102,349	112,427	125,345	1.59%	1.61%	1.68%	1.75%	1.87%
Local Operations:											
GA	73,400	75,028	82,014	92,261	104,519	117,993	2.22%	2.24%	2.31%	2.38%	2.40%
Military	261	261	261	261	261	261	0.00%	0.00%	0.00%	0.00%	0.00%
Total Local Operations	73,662	75,290	82,276	92,522	104,780	118,254	2.21%	2.24%	2.31%	2.38%	2.40%
TOTAL OPERATIONS	160,277	163,280	176,111	194,871	217,207	243,599	1.87%	1.90%	1.97%	2.05%	2.12%
Instrument Operations	24,261	24,770	26,918	29,865	33,136	36,764	2.10%	2.10%	2.10%	2.10%	2.10%
Peak Hour Operations	104	106	114	126	140	158	1.87%	1.90%	1.97%	2.05%	2.12%
BASED AIRCRAFT											
Single-Engine Piston	122	125	137	155	175	199	2.16%	2.34%	2.42%	2.45%	2.47%
Multi-Engine Piston	59	59	59	59	59	59	0.00%	0.00%	0.00%	0.00%	0.00%
Turboprop	12	12	13	14	15	17	1.50%	1.60%	1.64%	1.65%	1.66%
Jet	14	15	20	26	34	46	8.94%	7.02%	6.39%	6.18%	6.08%
Helicopter	4	4	5	6	7	8	5.28%	3.91%	3.46%	3.31%	3.24%
TOTAL BASED AIRCRAFT	211	215	233	260	291	327	2.03%	2.04%	2.10%	2.16%	2.22%
OPERATIONAL FACTORS											
Total GA Operations Per Based Aircraft (OPBA)	760	758	754	750	747	744	-0.15%	-0.14%	-0.12%	-0.11%	-0.10%
Local GA Operations Per Based Aircraft	349	350	352	356	360	361	0.18%	0.19%	0.20%	0.21%	0.17%

APO TERMINAL AREA FORECAST SUMMARY REPORT
Forecast Issued December 2008

FPR

AIRCRAFT OPERATIONS

Fiscal Year	Enplanements			Itinerant Operations			Local Operations			Total Tracon Ops	Based Aircraft			
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	Total	GA	Military	Total			Civil	Military	Total
2005	2	0	2	0	742	89,749	59	90,550	72,477	0	72,477	163,027	0	185
2006	4	0	4	0	677	66,785	119	67,581	35,726	12	35,738	103,319	0	185
2007	11	0	11	0	780	73,050	172	74,002	46,112	17	46,129	120,131	0	185
2008*	11	0	11	0	958	82,109	97	83,164	68,149	256	68,405	151,569	0	191
2009*	11	0	11	0	958	82,930	97	83,985	69,274	256	69,530	153,515	0	195
2010*	11	0	11	0	958	83,345	97	84,400	70,419	256	70,675	155,075	0	200
2011*	11	0	11	0	958	84,084	97	85,139	71,584	256	71,840	156,979	0	205
2012*	11	0	11	0	958	84,829	97	85,884	72,766	256	73,022	158,906	0	209
2013*	11	0	11	0	958	85,581	97	86,636	73,968	256	74,224	160,860	0	214
2014*	11	0	11	0	958	86,340	97	87,395	75,189	256	75,445	162,840	0	219
2015*	11	0	11	0	958	87,332	97	88,387	76,432	256	76,688	165,075	0	225
2016*	11	0	11	0	958	88,336	97	89,391	77,693	256	77,949	167,340	0	231
2017*	11	0	11	0	958	89,351	97	90,406	78,977	256	79,233	169,639	0	237
2018*	11	0	11	0	958	90,377	97	91,432	80,282	256	80,538	171,970	0	242
2019*	11	0	11	0	958	91,416	97	92,471	81,610	256	81,866	174,337	0	248
2020*	11	0	11	0	958	92,467	97	93,522	82,960	256	83,216	176,738	0	254
2021*	11	0	11	0	958	93,530	97	94,585	84,330	256	84,586	179,171	0	259
2022*	11	0	11	0	958	94,604	97	95,659	85,723	256	85,979	181,638	0	265
2023*	11	0	11	0	958	95,691	97	96,746	87,139	256	87,395	184,141	0	274
2024*	11	0	11	0	958	96,790	97	97,845	88,580	256	88,836	186,681	0	280
2025*	11	0	11	0	958	97,903	97	98,958	90,044	256	90,300	189,258	0	286

From: Rebecca.Henry@faa.gov
To: [Fantinato, Tricia](mailto:Fantinato,Tricia)
Cc: Pedro.Blanco@faa.gov
Subject: Re: St. Lucie Master Plan ALP
Date: Thursday, March 25, 2010 10:11:48 AM

Hi Tricia,

The 62.5:1 OEI drawing is not required at this time. Without knowing what air carrier and which aircraft might use this airport, it is difficult to predict their engine out procedures. We do have a few sponsors (our larger airports) who are working on drawings such as this, though.

For Runway 14-32, you would include the 40:1 departure surface only if there are instrument departures on the runway. You mentioned the published approaches to the runway, but I am not sure what type of departures are off of that runway. We do have several airports that have GPS approaches with high minimums, and they really don't see a lot of use during the true instrument conditions. Not sure if that is the case with FPRs 14-32.

Hope this helps,

Rebecca Henry
Orlando Airports District Office

From: "Fantinato, Tricia" <TFantinato@lpagroup.com>
To: Rebecca Henry/ASO/FAA@FAA
Cc: Pedro Blanco/ASO/FAA@FAA
Date: 03/25/2010 09:53 AM
Subject: St. Lucie Master Plan ALP

Good Morning Rebecca,

Real quick question on the departure surface drawings. Since the ultimate goal at FPR is to accommodate some sort of commercial service on Runway 10R-28L, we were going to show the 40:1 departure surface off each end as well as the 62.5:1 engine out procedures. However, the tables would be calculated showing the 40:1.

Runway 14-32 has a RNAV/GPS approach on either end – do we need to show a departure drawing for that runway as well?

Lastly, because Runway 10L-28R is a training runway with no existing or planned instrument approach within the twenty-year period, we were not going to show a departure surface drawing for this runway.

Since this issue with the departure drawings and surfaces is still “up in the air”, would you please clarify what you and region expect.

Appreciate the help. Have a great day.

Tricia

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From: Rebecca.Henry@faa.gov
To: [Fantinato, Tricia](mailto:Fantinato,Tricia)
Cc: [Todd Cox](mailto:Todd.Cox); Pedro.Blanco@faa.gov; [Jufko, Philip](mailto:Jufko,Philip)
Subject: Re: St. Lucie International Airport ALP Departure Surface Drawing
Date: Friday, March 26, 2010 1:22:56 PM

Agree.

Rebecca Henry
Orlando Airports District Office

From: "Fantinato, Tricia" <TFantinato@lpagroup.com>
To: Rebecca Henry/ASO/FAA@FAA
Cc: Pedro Blanco/ASO/FAA@FAA, "Jufko, Philip" <PJufko@lpagroup.com>, Todd Cox <coxt@stlucieco.org>
Date: 03/26/2010 01:16 PM
Subject: St. Lucie International Airport ALP Departure Surface Drawing

Good Afternoon Rebecca,

Thank you for taking time to speak with me yesterday about this issue. Based upon our discussion, it was agreed that a departure surface drawing would be developed for Runway 10R-28L (both ends). This is due to the fact that Runway 10R-28L is the primary operational runway, it is equipped with an ILS, and we are recommending the installation of an ODALs or MALs system. Because of the current location of the power lines to the west, the approach minima cannot be lowered at this time. However, we are recommending that the power lines be relocated to accommodate a lower approach minima while reserving property west of Runway 10R to accommodate a potential runway extension (not justified at this time).

Although Runway 14-32 is equipped with an RNAV/GPS, it's current approach visibility minima is not less than 1-mile. As a result because of existing zoning restrictions and departure requirements associated with noise abatement procedures, it was determined that a departure surface drawing to protect the 40:1 TERPS surface for Runway 14-32 would be overly restrictive and unnecessary. Further, as part of the master plan update, we make no recommendation to lower the approach visibility minima on these runways because of the perceived noise issues. Therefore, a departure surface drawing will not be included in the ALP set.

Lastly, Runway 10L-28R was constructed strictly for flight training operations. No instrument approach recommendations for this runway are included in the 2010 Master Plan Update, so no departure surface drawings will be provided for this runway as well.

If you agree with this determination, would you please provide a confirmation for everyone's record. If you have any questions or additional comments, please do not hesitate to contact me. Thank you again for your time and assistance in this matter.

Have a wonderful day.

Tricia

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

From: Rebecca.Henry@faa.gov [<mailto:Rebecca.Henry@faa.gov>]
Sent: Thursday, March 25, 2010 10:11 AM
To: Fantinato, Tricia
Cc: Pedro.Blanco@faa.gov
Subject: Re: St. Lucie Master Plan ALP

Hi Tricia,

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Rebecca Henry
Orlando Airports District Office

From: "Fantinato, Tricia" <TFantinato@lpagroup.com>
To: Rebecca Henry/ASO/FAA@FAA
Cc: Pedro Blanco/ASO/FAA@FAA
Date: 03/25/2010 09:53 AM
Subject: St. Lucie Master Plan ALP

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Appreciate the help. Have a great day.

Tricia

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From: Pedro.Blanco@faa.gov
To: [Fantinato, Tricia](mailto:Fantinato,Tricia)
Cc: [Todd Cox](mailto:Todd.Cox); [Jufko, Philip](mailto:Jufko,Philip); Rebecca.Henry@faa.gov
Subject: Re: St. Lucie International Airport ALP Departure Surface Drawing
Date: Friday, March 26, 2010 1:54:44 PM

Tricia,

Thanks for the information... FYI -- Make sure to refer to the Departure Surface as "40:1 Departure Surface" or "40:1 Obstacle Clearance Surface" per FAA AC 150/5300-13, instead of "40:1 TERPS Surface."

Pedro Blanco
Program Manager
FAA Orlando - ADO

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| From: |
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|"Fantinato, Tricia"
<TFantinato@lpagroup.com> |
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| To: |
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|Rebecca
Henry/ASO/FAA@FAA
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| Cc: |
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|Pedro Blanco/ASO/FAA@FAA, "Jufko, Philip" <PJufko@lpagroup.com>, Todd Cox
<coxt@stlucieco.org> |
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T. Fantinato
Manager Aviation Planning
The LPA Group Incorporated
4503 Woodland Corporate Blvd
Suite 400
Tampa, Florida 33614
(813) 889-3892 (office)
(813) 889-3893 (fax)
(813) 546-0311 (cell)
TFantinato@lpagroup.com

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To: Fantinato, Tricia
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Subject: Re: St. Lucie Master Plan ALP

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Rebecca Henry
Orlando Airports District Office

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Appreciate the help. Have a great day.

Tricia

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From: [Todd Cox](#)
To: [Fantinato, Tricia](#)
Subject: FW: Taxiway A & B Whitepaper for DC Trip
Date: Thursday, March 11, 2010 11:07:06 AM

Here you go.

-----Original Message-----

From: Pedro.Blanco@faa.gov [<mailto:Pedro.Blanco@faa.gov>]
Sent: Thursday, March 11, 2010 10:56 AM
To: Todd Cox
Subject: Re: Taxiway A & B Whitepaper for DC Trip

Todd,

You mentioned on the White Paper:

"However, FDOT has funded the TWY A & B design costs of \$386,729 associated with the project under a separate grant, and has already provided its 2.5% share (\$71,250) of the funding for the construction portion of the project. The \$2,850,000 total cost is still needed as the actual cost of construction is unknown at this time."

Does this mean that the project is currently under design? If so, by when do you expect to have design plans completed? Would FPR have hard bids ready to go? If so, by when?

As far as the widening of the T/W, is FPR already operating 250 takeoffs with C-III or larger? If so, how many annual operations are there for C-III aircraft category? If not, what type of justification does FPR have for doing the widening of this taxiway? Is it based on future operation forecast based on the latest Master Plan?

Please let me know.

Regards,
Pedro Blanco
Program Manager
FAA Orlando - ADO

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MEMORANDUM

To: Todd Cox, Airport Manager
St. Lucie County International Airport

From: Tricia Fantinato
The LPA Group Incorporated

Subject: Widening of Taxiway A to 50 feet

5,000 feet of Taxiway A east of Taxiway A-3 is already established and marked at a width of 50 feet. To accommodate existing and future operations by Aircraft Design Group III, the remaining 1,500 foot portion of Taxiway A that is currently 35 feet wide has been recommended to be widened in the 2010 Master Plan Update. Since Runway 10R-28L is designed to accommodate C-III aircraft, it was recommended that expansion of all taxiways which support operations on Runway 10R-28L also be widened and eventually strengthened to meet critical aircraft requirements.

According to airport records, 14 jets¹ are based at FPR, the largest of which is the Gulfstream III with an ARC of C-II. There are also three large Douglas DC-3 turboprops designated as ARC A-III because of their 95 foot wingspans. This combination of "C" and "III" category aircraft results in the designation of ARC C-III for Runway 10R-28L. Using the FAA's Enhanced Traffic Management System Counts (ETMSC) database, the activity data presented in **Table 1** illustrates how an ARC of C-III was determined for Runway 10R-28L. Note that the information in the table is not an exhaustive list of all jet or turboprop operations at FPR, but represents a sample of critical aircraft currently operating at FPR.

TABLE 1 CRITICAL AIRCRAFT EVALUATION						
Aircraft	ARC	Approach Speed	Wingspan	Max Takeoff Weight	2007 Operations	2008 Operations
Douglas DC-3 Turboprop	A-III	72 Knots	95.0 Feet	25,200 Pounds	316	328
Global Express Jet	B-III	106 Knots	94.0 Feet	98,250 Pounds	5	4
Gulfstream II Jet	D-II	141 Knots	68.8 Feet	65,300 Pounds	141	79
Gulfstream III Jet	C-II	135 Knots	77.8 Feet	70,200 Pounds	94	94
Gulfstream IV Jet	D-II	149 Knots	77.8 Feet	75,000 Pounds	39	57
Gulfstream V Jet	C-III	136 Knots	93.5 Feet	90,900 Pounds	11	16
Hawker HS 125 Jet	C-I	125 Knots	47.0 Feet	24,200 Pounds	117	164
Learjet 25	C-I	137 Knots	35.6 Feet	15,000 Pounds	111	334
Learjet 35	D-I	143 Knots	39.5 Feet	18,300 Pounds	729	499
Learjet 60	C-I	139 Knots	43.8 Feet	23,750 Pounds	55	39
C or D Category Aircraft Operations					1,297	1,282
III Category Aircraft Operations					332	348

Source: FAA ETMSC database, Aviation Week Aerospace Source Book 2006, FAA AC 150/5300-13, The LPA Group Incorporated, 2009.

¹ In 2008/2009

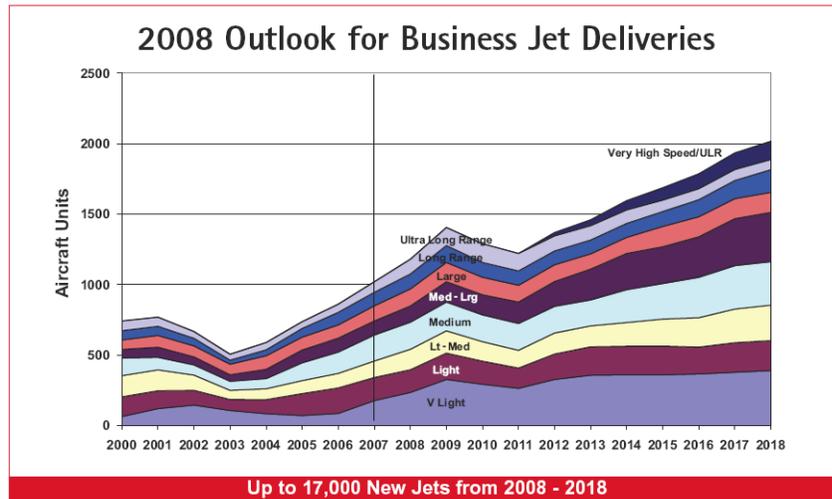
Still based upon the FAA approved forecast demand as well as 2009 FAA ETMSC data, the airport is on track to exceed 500 operations of ADG III aircraft by the year 2016 (**Table 2**). Further, during the Haitian Relief Efforts in early 2010², FPR not only supported increased DC-3, DC-8 and Gulfstream 550 operations but also Saab 2000 (C-III) and Lockheed 100 (C-IV) operations as well. Thus supporting the airport’s continued use as stated in the 2010 Master Plan Update for emergency relief operations associated with natural and manmade disasters.

TABLE 2 FORECAST III CATEGORY GA AIRCRAFT OPERATIONS	
Year	Operations
2007	332
2008	348
2009	365
2010	382
2011	401
2012	420
2013	440
2014	462
2015	484
2016	507
2017	532
AAGR	4.82%

Further stock of used corporate jets has been increasing as businesses show preference towards new jets because of associated fuel, maintenance, and performance savings. Time has also been reemphasized as an important asset – specifically the ability to transport business executives between far-reaching destinations on non-stop flights. This is why Honeywell projects the delivery of 2,300 new long- and ultra-long-range jets by 2018, the highest growth sector for corporate jets as shown in **Figure 1**. Subsequently, aircraft manufacturers have been developing these new jets with wider category “III” wingspans to accommodate long-range fuel loads, including the Bombardier Global Express and Global 5000 with wingspans of 94 feet, the Gulfstream G500, G550, and G650 with wingspans of 93 feet, and the Dassault Falcon 7X with a wingspan of 86 feet. As these new jets are delivered, an increasing number of category “III” aircraft operations are expected at FPR.

² ETMSC Data for 2010 for this time period was unavailable

Figure 1
Honeywell Business Aviation Outlook, 2008-2018



Source: World Aircraft Sales Magazine, November 2008.

Also, both FBOs (APP Jet Center and Key Air) at FPR have large-scale hangar development plans and marketing efforts to house and support corporate jet operations in the near term. Their intent is not only to store their own growing aircraft fleets, including the Global Express, Global 5000, and Gulfstream GV,³ but also to cater to new businesses that may come to St. Lucie County while also attracting corporate aircraft tenants from nearby capacity-constrained and expensive airports like Palm Beach International Airport (PBI). Since Honeywell forecasts long- and ultra-long-range jets to experience the most new deliveries by 2018, there is a significant need to maintain ARC C-III design standards for primary Runway 10R-28L and existing taxiways to encourage the future success of the FBOs and the airport as a whole.

³ KeyAir.com and VoloAviation.com (Note: VoloAviation recently became APP Jet Center of Ft. Pierce; however, website has not changed as of yet).

From: Rebecca.Henry@faa.gov
To: [Fantinato, Tricia](#)
Cc: [Todd Cox](#)
Subject: FPR ALP
Date: Friday, October 08, 2010 9:22:58 AM

Tricia,

I took a look at the FPR ALP and everything looks good to coordinate--please send me 7 additional ALPs so I may coordinate the plan with other FAA Divisions.

Please be aware of two items:

1) I don't see how the areas future aviation (or GA) development to the north will be accessed...where will you bring access in from? Please show access on the plan (this change is not necessary prior to coordination.)

2) As stated in the past, the FAA does not agree to the proposed mitigation areas as shown on the drawing. At this time we know of no need for this mitigation. Mitigation is only acceptable for a specific airport project. When the FAA writes the approval letter for this ALP, if you choose to leave this designation on the plan, we will be formally objecting to the mitigation in the ALP approval letter.

Thanks and have a great holiday weekend,

Rebecca Henry
Orlando Airports District Office

From: [Notz, Nicole](#)
To: [Notz, Nicole](#); [Fantinato, Tricia](#)
Cc: [Todd Cox](#)
Subject: RE: St. Lucie County International Airport Master Plan Update
Date: Monday, October 18, 2010 2:49:57 PM
Attachments: [St. Lucie County.xls](#)

I am resending with attachment (for bullet #7)

Nicole Notz
FDOT Aviation
(954) 777-4497

From: Notz, Nicole
Sent: Monday, October 18, 2010 1:59 PM
To: 'Fantinato, Tricia'
Cc: Todd Cox
Subject: RE: St. Lucie County International Airport Master Plan Update

The following are the comments in the letter that was sent to Mr. Cox today:

Re: St. Lucie County International Airport Master Plan and Airport Layout Plan (ALP) Update

Dear Mr. Cox:

We have reviewed the above referenced St. Lucie County International Airport Mater Plan and Airport Layout Plan (ALP) Update and offer the following comments:

1. Table 4-20 Airfield Design Standard Analysis: Existing condition deficiencies indicate Runway 28L RSA contains a pond beyond the runway end. This deficiency needs to be depicted on the ALP drawings.
2. In accordance with Chapter 14-60.007(10)(b), FAC. Threshold and runway end lights shall be located on a line perpendicular to the extended runway centerline not less than two feet nor more than 10 feet outboard from the designated threshold of the runway. The lights shall be installed in two groups located symmetrically about the extended runway centerline. For instrument runways, each group shall contain four lights; for other runways, each group shall contain three lights. The outmost light in each group shall be located in line with the runway edge lights. The other lights in each group shall be located on 10 foot centers toward the extended runway centerline. The lights shall be red on the inboard half and green on the outboard half. A review of the ALP depicts all runways end lights that run outward from runway centerline.
3. In accordance with Chapter 14-60.007(2)(b)1.g., FAC. For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that

has a precision instrument approach: the primary surface extends the length of the runway plus 200 feet beyond each end of the runway and the width of the primary surface is 1,000 feet. A fence is located inside primary surface on Runway 28L. The disposition is for the fence to be lighted. Please ensure FAA study has been conducted to determine if lighting is acceptable for obstruction marking.

4. In accordance with Chapter 14-60.007(2)(b)2.a., FAC. For a heliport with a visual landing approach: the primary surface length and width are 42 feet each. Please ensure proposed helipad complies with the standard.
5. In accordance with Chapter 14-60.007(2)(c)2.a., FAC. For a heliport with a visual landing approach: the approach surface ratio is 8:1, the length is 4,000 feet, the inner width is 42 feet, and the outer width of the approach surface is 500 feet. Please ensure proposed helipad complies with the standard.
6. In accordance with Chapter 14-60.007(2)(d)2.a., FAC. For a heliport with a visual landing approach: the transition surface ratio is 2:1, which extends horizontally for a distance of 250 feet. Please ensure proposed helipad complies with the standard.
7. The Capital Improvement Plan (CIP). When comparing the Joint Automated Capital Improvement Program Table 7-1 on pages 7-4 through 7-6 with our five year work program (attached). We have found that in some years the CIP is not financially feasible as it relates to the FDOT share that you should expect. Please compare our attached spreadsheet to your CIP and make the necessary adjustments to ensure all of your projects will be adequately funded.

We appreciate the opportunity to review the Airport Master Plan and ALP Update. Should you have any questions, feel free to call me at (954)-777-4497.

Nicole Notz
FDOT Aviation
(954) 777-4497

From: Fantinato, Tricia [mailto:TFantinato@lpagroup.com]
Sent: Monday, October 18, 2010 11:49 AM
To: Notz, Nicole
Cc: Todd Cox
Subject: St. Lucie County International Airport Master Plan Update

Good Afternoon Ms. Notz,

Since I have been traveling, would you mind telling me when you sent the FDOT comments for the St. Lucie Master Plan update? Also, did you send them to Mr. Cox only or did you cc LPA as well? I

just want to make sure we didn't miss them. Thank you for all your help in this matter. Have a wonderful week.

Tricia

T. Fantinato

Manager - Aviation Planning

The LPA Group Incorporated

A Unit of Michael Baker Corporation

4503 Woodland Corporate Blvd

Suite 400

Tampa, FL 33614

(813) 889-3892 ext. 5822

(813) 889-3893 (Fax)

(813) 546-0311 (Cell)

TFantinato@LPAGroup.com

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October 27, 2010

Ms. Nicole Notz
District Aviation Specialist, District 4
Florida Department of Transportation
3400 West Commercial Blvd
Ft. Lauderdale, FL 33309-3421

**Re: St. Lucie County International Airport Master Plan and Airport Layout Plan Update
FDOT Draft Review Comments**

Dear Ms. Notz:

Thank you for your comments on the St. Lucie County International Airport Master Plan and Airport Layout Plan Update provided in the October 18, 2010 letter. Below is our response to your comments, and all recommended changes have been incorporated into both the ALP and document write-up.

FDOT Comment 1: Table 4-20 Airfield Design Standard Analysis: Existing condition deficiencies indicates Runway 28L RSA contains a pond beyond the runway end. This deficiency needs to be depicted on the ALP drawing.

Response: After further review and conferring with the LPA Drainage Engineers, it was determined that no pond or dry retention area is currently located in or adjacent to the Runway 28L RSA. Table 4-24, Airfield Design Standard Analysis, has been corrected, and any mention of this fictitious pond was stricken from the report.

FDOT Comment 2: In accordance with Chapter 14-60.007(10)(b), FAC. Threshold and runway end lights shall be located on a line perpendicular to the extended runway centerline not less than two feet nor more than 10 feet outboard from the designated threshold of the runway. The lights shall be installed in two groups located symmetrically about the extended runway centerline. For instrument runways, each group shall contain four lights; for other runways, each group shall contain three lights. **The outmost light in each group shall be located in line with the runway edge lights. The other lights in each group shall be located on 10 foot centers toward the extended runway centerline.** The lights shall be red on the inboard half and green on the outboard half. A review of the ALP depicts all runways end lights that run outward from runway centerline.

Response: Runway lighting and other navigational aids are depicted as symbols for identification purposes only, and location is illustrated to the degree possible based upon current drawing scale. Per FAA design requirements and identified within the ALP legend, existing lighting and navigational aids are illustrated with a solid polygon whereas future is an open polygon. Labels are provided where necessary. When this project is planned for implementation, more accurate engineering drawings in accordance with design requirements will be provided for review and approval.

FDOT Comment 3: In accordance with Chapter 14-60.007(2)(b)1.g., FAC. For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the primary surface extends the length of the runway plus 200 feet beyond each end of the runway and the width of the primary surface is 1,000 feet. A fence is located inside primary surface on Runway 28L. The disposition is for the fence to be lighted. Please ensure FAA study has been conducted to determine if lighting is acceptable for obstruction marking.

Response: The identified fence was equipped with solar powered obstruction lighting on January 2010, which meets FAA lighting and FDOT airport licensing criteria. However, based upon discussions with FAA, since the fence line is not located within 400 feet of the Runway 10R/28L centerline it is not deemed an obstruction per FAA criteria. As a result, an FAA study is not required.

FDOT Comments 4 - 6:

In accordance with Chapter 14-60.007(2)(b)2.a., FAC. For a heliport with a visual landing approach: the primary surface length and width are 42 feet each. Please ensure proposed helipad complies with the standard.

In accordance with Chapter 14-60.007(2)(c)2.a., FAC. For a heliport with a visual landing approach: the approach surface ratio is 8:1, the length is 4,000 feet, the inner width is 42 feet, and the outer width of the approach surface is 500 feet. Please ensure proposed helipad complies with the standard.

In accordance with Chapter 14-60.007(2)(d)2.a., FAC. For a heliport with a visual landing approach: the transition surface ratio is 2:1, which extends horizontally for a distance of 250 feet. Please ensure proposed helipad complies with the standard.

Response: The Airport at this time has no plans to develop/construct a heliport or to move forward with construction of a helipad parking area adjacent to the St. Lucie County Fire District Facilities on the east side of the airport. This area was reserved for potential St. Lucie County Fire District expansion which may include a helicopter parking space not landing pad. When and if such a facility is required, it will be addressed at that time.

FDOT Comment 7: The Capital Improvement Plan (CIP). When comparing the Joint Automated Capital Improvement Program Table 7-1 on pages 7-4 through 7-6 with our five year work program. We have found that in some years the CIP is not financially feasible as it relates to the FDOT share that you should expect. Please compare our attached spreadsheet to your CIP and make the necessary adjustments to ensure all of your projects will be adequately funded.

Response: Table 7-1 represents the existing Joint Automated Capital Improvement Plan on file at the time of writing (May 2010). The FDOT Work Program recently provided is illustrated in Table 7-4 (attached). This information was used to develop the new financially feasible CIP (Tables 7-6 through 7-8, attached) and to develop the Cash Flow Analysis (Table 7-13, attached). A comparison of the current work program funding to the updated CIP illustrated in Tables 7-6 through 7-8 is shown below for your convenience. This information will be used to populate the updated Airport JACIP.

COMPARISON UPDATED CIP AND FDOT WORK PROGRAM						
Fiscal Year	Current FDOT Work Program	Updated MPU Capital Improvement Program				FDOT Work Program/CIP Estimated Funding Difference
	State	Federal	State	Local	Third Party*	
2010	\$2,185,938.00	\$2,113,078.70	\$2,185,937.65	\$669,137.65	\$0.00	(\$0.35)
2011	\$1,907,000.00	\$2,273,457.49	\$1,906,998.12	\$540,655.55	\$9,882,083.20	(\$1.88)
2012	\$1,635,000.00	\$1,242,450.00	\$1,633,978.44	\$538,347.02	\$42,201,545.10	(\$1,021.56)
2013	\$1,771,625.00	\$4,675,528.25	\$1,769,917.40	\$1,157,647.47	\$5,475,662.17	(\$1,707.60)
2014	\$1,940,000.00	\$2,864,052.09	\$1,936,057.50	\$555,857.03	\$0.00	(\$3,942.50)
2015	\$2,020,000.00	\$4,952,924.80	\$1,931,645.13	\$915,416.38	\$0.00	(\$88,354.87)
	<i>Forecast¹</i>					
2016	\$1,854,725.00	\$4,025,215.88	\$1,795,372.30	\$710,871.17	\$0.00	(\$59,352.70)
2017	\$1,854,725.00	\$4,844,925.00	\$1,457,462.64	\$458,739.18	\$18,719,331.95	(\$397,262.36)
2018	\$1,854,725.00	\$2,071,286.90	\$1,829,643.49	\$705,013.32	\$48,059,702.90	(\$25,081.51)

Notes:
¹ Estimated average FDOT funding based upon FY 2011-2015 funding shown in the work program.
Source: St. Lucie County Master Plan Update, FDOT Work Program, October 2010, and The LPA Group Incorporated.

We look forward to working with you to finalize the St. Lucie County International Airport Master Plan Update and Airport Layout Plan. Please if you need any additional information or have any questions, please feel free to contact me at (772) 462-1732 or Tricia Fantinato at (813) 889-3892 ext. 5822.

Thank you for your time and consideration in this matter.

Respectfully,

Todd Cox
Airport Manager

Enclosures: Table 4-24, Airfield Design Analysis
Updated FDOT OWP, CIP and Cash Flow Analysis

CC: Tricia Fantinato, The LPA Group Incorporated

From: Pedro.Blanco@faa.gov
To: [Fantinato, Tricia](mailto:Fantinato,Tricia)
Cc: Rebecca.Henry@faa.gov
Subject: Re: St. Lucie County International Airport
Date: Monday, October 25, 2010 10:52:43 AM

Tricia,

Here is a quick answer to your question.

In summary, the airport will need to provide justification for the Runway strengthening project by providing the following:

- Evidence of 500 operations with the most critical aircraft (Take-off / Landings).
- ALP update reflecting such of aircraft, if needed.
- Environmental Assessment.
- Updates to the existing Part 150 Study (NEM / NCP), if applicable but should be studied in the EA.
- If project costs exceed \$5M, a Benefit Cost Analysis (BCA) is required.

Hope this helps!

Pedro Blanco
Program Manager
FAA Orlando - ADO

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|----->
| From: |
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>-----|
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| "Fantinato, Tricia"
| <TFantinato@lpagroup.com>
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| To: |
|----->
>-----|
|-----|
| Rebecca Henry/ASO/FAA@FAA, Pedro
| Blanco/ASO/FAA@FAA
|
|-----|
|----->
| Date: |
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|-----|
| 10/25/2010 09:49
| AM
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| Subject: |

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|St. Lucie County International
Airport

>-----|

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Good Morning Rebecca and Pedro,

Since the St. Lucie Board of County Commissioners are very interested in pursuing the strengthening of the primary runway (Runway 10R-28L), would you mind providing me the exact steps that FAA would require for this to occur. Mr. Cox needs to present this to the Board as well as explain the timeline for development. I know in your previous discussions with Ms. Diana Lewis that FAA required an environmental assessment. Did this also require an updated FAR Part 150 Noise Study or just updated noise contours? Feel free to give me a call to discuss at (813) 889-3892.

Thank you for all your help and understanding in this matter. Have a wonderful week.

Tricia

T. Fantinato
Manager - Aviation Planning
The LPA Group Incorporated
A Unit of Michael Baker Corporation
4503 Woodland Corporate Blvd
Suite 400
Tampa, FL 33614
(813) 889-3892 ext. 5822
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From: Rebecca.Henry@faa.gov
To: [Todd Cox](#)
Cc: [Fantinato, Tricia](#)
Subject: FPR ALP
Date: Friday, January 07, 2011 2:26:24 PM

Todd,

We received the following comment in ALP coordination. No action is required at this time--it is just an FYI for the future.

Tricia has the other comments which are minor. We should be able to wrap up here quickly.

Thanks,

Rebecca

When the runway 10R-28L is closed it will be necessary to shutdown the NAVAIDS serving Runways 10/28. A NAVAID removed from service for more than 8 hours or for any period of time on three consecutive days, requires a minimum 45 day notice to allow for coordination of the facility shutdown. Please contact Matthew Sprouse FAA SSC Manager @ 386-226-3950 concerning the NOTAM procedure and shutdown of the NAVAIDS.



THE LPA GROUP INCORPORATED

4503 Woodland Corporate Boulevard
Suite 400
Tampa, Florida 33614

(813) 889-3892 Phone
(813) 889-3893 FAX

LETTER OF TRANSMITTAL

DATE:	01/19/2011	JOB NO.	121657
		TASK NO.	10-Expenses
		ORG.	568.64.67
ATTENTION:			
RE:			

TO: Ms. Rebecca Henry

Orlando Airports District Office

Federal Aviation Administration

5950 Hazeltine National Drive

Citadel International Building, Suite 400

Orlando, Florida 32822-5024

(407) 812-6331 ext 122

WE ARE SENDING YOU Attached Under separate cover via _____ the following items:

Shop Drawings Prints Plans Samples Specifications

Copy of Letter Change Order _____

COPIES	DATE	NO.	DESCRIPTION
10	1/19/11	13	St. Lucie County International Airport – Airport Layout Plan Update

THESE ARE TRANSMITTED as checked below:

- For approval Approved as submitted Resubmit _____ copies for approval
- For your use Approved as noted Submit _____ copies for distribution
- As requested Returned for corrections Return _____ copies for approval
- For review and comment _____ Resubmit _____ corrected prints
- FOR BIDS DUE _____ 20 _____ PRINTS RETURNED AFTER LOAN TO US

REMARKS:

Good Day Rebecca,

Enclosed are the requested 10 sets of the FPR Airport Layout Plan for final approval and distribution. Please if you have any questions or concerns, do not hesitate to contact me at (813) 889-3892 or at TFantinato@lpagroup.com. Thank you again for all your help and patience with this project.

Have a great week.

COPY TO

SIGNED

If enclosures are not as noted, kindly notify us at once.

Lewis

From: Diana Lewis
Sent: Thursday, October 30, 2008 3:00 PM
To: Lindy.McDowell@faa.gov
Cc: Bart.Vernace@faa.gov; Juan.Brown@faa.gov; Miguel.Martinez@faa.gov
Subject: Re: Fwd: Re: Propose trail as mitigation

Thank you.

>>> <Lindy.McDowell@faa.gov > 10/30/2008 2:56:31 pm >>>
Diana,

As long as there is an assurance that the trail could be moved if need be in the future (with the airport providing mitigation elsewhere) then I am OK with it.

Lindy McDowell
Environmental Program Specialist
Orlando Airports District Office
407-812-6331 ext. 130

"Diana Lewis"
<lewisd@stlucieco.gov>

10/30/2008 11:23 AM

To
Lindy McDowell/ASO/FAA@FAA
cc
Bart Vernace/ASO/FAA@FAA, Juan Brown/ASO/FAA@FAA, Miguel Martinez/ASO/FAA@FAA
Subject
Re: Fwd: Re: Propose trail as mitigation

Lindy, I did not hear back on this suggested language change from calling the trail a "temporary" use to one that could be moved in the future if the area is needed for aviation purposes. I will be meeting next week with our environmental staff and PBSJ on the mitigation. If you are okay with this, we should be able to firm up the mitigation and get the Board's okay on the plan. Thanks.

>>> Diana Lewis 10/22/2008 8:20 am >>>

Lindy, I think that most items are doable but there is the concern about stating this is a temporary use. If you mean that we need to be able to move it to another location because something changes in the future, that is doable. The agency does not want to give use credit for mitigation and then have it go away without being replaced.

now.....

< Lindy.McDowell@faa.gov > 10/21/2008 11:35 am >>>

ana,

After talking to the Regional office about the potential for 4(f) issues, I think the ADO is at a point where we can agree to the proposed mitigation provided that a few caveats appear in the agreement you draft with the County. These include the following:

The use must be temporary so that we do not develop a future 4(f) issue.,
The agreement should include language the states that the temporary use is approved until such time that it is needed for aviation.
ERD is to pay for permitting, construction, mitigation and maintenance
ERD is also responsible for any damage to airport property or environmentally sensitive lands on airport property cause by pedestrians using the trail.

Let me know if you have any further questions. Thanks!

Environmental Program Specialist
Orlando Airports District Office
407-812-6331 ext. 130

"Diana Lewis"
<lewisd@stlucieco
.gov>

10/21/2008 09:35
AM

Lindy McDowell/ASO/FAA@FAA

Miguel Martinez/ASO/FAA@FAA

Fwd: Re: Propose trail as
mitigation

To

cc

Subject

More information. It may be better to set up a conference call to resolve any questions you may have.

>>> Steve Fousek 10/21/2008 9:30 am >>>

The trail would not be associated with the East Coast Greenway Trail....and would only be shown on local maps....that could be adjusted at anytime.
I'll call you when I get a chance.....thanks.

>>> Diana Lewis 10/21/2008 9:08 AM >>>

If this is the plan, I will advise the FAA. It is likely to be a problem because they will not want to put something in place that won't be possible to move in the future because of the significance.

Hopefully, you have another option that we can work out. When you get a chance to get caught up, let's talk.

>>> Steve Fousek 10/21/2008 9:01 am >>>

Sorry, been on vacation. This will not be a part of the Florida Trail....but will become a side trail of the planned East Coast Greenway Trail planned from Maine to Key West. At the moment the trail is planned along North Hutchinson Island, then inland through the City of Ft. Pierce, then south through the City and State Savannas to Martin County. This trail is proposed to link the city of Ft. Pierce north to the Indian River County Line bypassing U.S. 1.

>>> Diana Lewis 10/16/2008 3:56 PM >>>

Can you answer this for me so that I can get back to the FAA?

>>> <Lindy.McDowell@faa.gov > 10/16/2008 2:41 pm >>>

Diana,

I don't remember if I asked this question yet or not, but would this trail be part of a larger, significant trail network, like the Florida Trail?

Lindy McDowell
Environmental Program Specialist
Orlando Airports District Office
407-812-6331 ext. 130

"Diana Lewis"

<lewisd@stlucieco.gov>

09/26/2008 08:29 AM

Lindy McDowell/ASO/FAA@FAA

Miguel Martinez/ASO/FAA@FAA

Propose trail as mitigation

To

cc

Subject

As we discussed in our meeting yesterday, here is a proposal for a trail that would be possible mitigation for tree removal for the runway line of sight. The proposed trail would be located on the east side of airport property. It starts in the Ridgehaven area going along an existing waterway, goes across 25th Street and then through the conservation area (if acceptable to the permitting agencies), then goes across the road to the Fairwinds Golf Course and goes through an area at the northeast corner of the airport to Indrio Road. It is my understanding that the trail would be about ten feet wide. It is also my understanding from discussions with Environmental Resources Department (ERD) and the County Attorney's Office that no easement would be required for this trail since both departments are County, although the plan would be to show the trail on the ALP so the Board could approve it.

Now you had concerns and I would appreciate it if you would provide those to me so that I can go back to ERD to see if they can be worked out.

Let me know if you have any questions.

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

[attachment "airport trail3.png" deleted by Lindy McDowell/ASO/FAA] [attachment "airport trail 1.png" deleted by Lindy McDowell/ASO/FAA] [attachment "airport trail 2.png" deleted by Lindy McDowell/ASO/FAA]

Fantinato, Tricia

From: Rebecca.Henry@faa.gov
Sent: Monday, February 07, 2011 2:24 PM
To: Todd Cox
Cc: Fantinato, Tricia; Pedro.Blanco@faa.gov
Subject: Proposed Trail on the ALP

Todd,

Until I just opened the final FPR ALP to approve it, I did not realize there was a "Proposed Trail" on airport property. I don't know if this was recently added to the Plan, or if it was there when the first round of plans were sent to me. Either way, it is a problem for us, because we cannot allow a trail to be created on airport property.

If, in the future, the FAA allows this land to be used for some sort of environmental mitigation for an ON AIRPORT development, and you can get more credit for a trail, we MAY be agreeable to the trail. However, at this time, we object to the trail and will do so in our approval letter. Please keep in mind FAA approval is required for ANY construction (or establishment of said trail) on airport property.

Thanks,

Rebecca Henry
Orlando Airports District Office

Fantinato, Tricia

From: Rebecca.Henry@faa.gov
Sent: Monday, February 07, 2011 3:04 PM
To: Todd Cox
Cc: Andersen, Mariben; Pedro.Blanco@faa.gov; Fantinato, Tricia
Subject: Re: FW: Fwd: Re: Propose trail as mitigation

This e-mail states the trail would be used as mitigation for tree removal for runway line of sight, and the agreement would be with the ERD. There is a significant area for "Existing Tree Mitigation (ERD)" just north of Runway 10L-28R. Also, during the ALP process, LPA staff advised me that additional areas north of that would be more desirable to be used for mitigation, and could replace the existing tree mitigation area, so they have been marked "Potential Mitigation." Why is additional mitigation for needed through the establishment of a trail? If mitigation is not needed, no trail would be acceptable.

The e-mail refers to a mitigation agreement...was it ever forwarded to the ADO? I am not aware of it, and because there are ALP and compliance implications, I am sure it would have come across my desk.

If the proposed trail is for mitigating a FUTURE ON AIRPORT project, we will consider it.

Again, nothing should be constructed on airport without submittal of an ALP change and our approval.

Rebecca Henry
Orlando Airports District Office

From: Todd Cox <coxt@stlucieco.org>
To: Rebecca Henry/ASO/FAA@FAA, Pedro Blanco/ASO/FAA@FAA
Cc: "Fantinato, Tricia" <TFantinato@lpagroup.com>, "Andersen, Mariben" <MAndersen@lpagroup.com>
Date: 02/07/2011 02:48 PM
Subject: FW: Fwd: Re: Propose trail as mitigation

FYI, more info.

-----Original Message-----

From: Diana Lewis
Sent: Thursday, October 30, 2008 3:13 PM
To: Sullivan, Julie M.
Cc: Todd Cox
Subject: Re: Fwd: Re: Propose trail as mitigation

FYI.

>>> Diana Lewis 10/30/2008 3:05:01 pm >>>

Please see the confirmation from the FAA that they would not require the trail to be temporary. Instead, we can move the trail if needed but will need to provide a comparable trail.

>>> <Lindy.McDowell@faa.gov > 10/30/2008 2:56:31 pm >>>
Diana,

As long as there is an assurance that the trail could be moved if need be in the future (with the airport providing mitigation elsewhere) then I am OK with it.

Lindy McDowell
Environmental Program Specialist
Orlando Airports District Office
407-812-6331 ext. 130

"Diana Lewis"
<lewisd@stlucieco
.gov>

10/30/2008 11:23
AM

Lindy McDowell/ASO/FAA@FAA

Bart Vernace/ASO/FAA@FAA, Juan
Brown/ASO/FAA@FAA, Miguel
Martinez/ASO/FAA@FAA

To

cc

Subject

Re: Fwd: Re: Propose trail as
mitigation

Lindy, I did not hear back on this suggested language change from calling the trail a "temporary" use to one that could be moved in the future if the area is needed for aviation purposes. I will be meeting next week with our environmental staff and PBSJ on the mitigation. If you are okay with this, we should be able to firm up the mitigation and get the Board's okay on the plan. Thanks.

>>> Diana Lewis 10/22/2008 8:20 am >>>

Lindy, I think that most items are doable but there is the concern about stating this is a temporary use. If you mean that we need to be able to move it to another location because something changes in the future, that is doable. The agency does not want to give use credit for mitigation and then have it go away without being replaced.

Let me know.....

>>> <Lindy.McDowell@faa.gov > 10/21/2008 11:35 am >>>

Diana,

After talking to the Regional office about the potential for 4(f) issues, I think the ADO is at a point where we can agree to the proposed mitigation provided that a few caveats appear in the agreement you draft with the County. These include the following:

The use must be temporary so that we do not develop a future 4(f) issue.,

The agreement should include language that states that the temporary use is approved until such time that it is needed for aviation.

ERD is to pay for permitting, construction, mitigation and maintenance

ERD is also responsible for any damage to airport property or environmentally sensitive lands on airport property caused by pedestrians using the trail.

Let me know if you have any further questions. Thanks!

Environmental Program Specialist
Orlando Airports District Office
407-812-6331 ext. 130

"Diana Lewis"
<lewisd@stlucieco
.gov>

10/21/2008 09:35
AM

Lindy McDowell/ASO/FAA@FAA

Miguel Martinez/ASO/FAA@FAA

To

cc

Subject

Fwd: Re: Propose trail as
mitigation

More information. It may be better to set up a conference call to resolve any questions you may have.

>>> Steve Fousek 10/21/2008 9:30 am >>>

The trail would not be associated with the East Coast Greenway Trail....and would only be shown on local maps....that could be adjusted at anytime. I'll call you when I get a chance.....thanks.

>>> Diana Lewis 10/21/2008 9:08 AM >>>

If this is the plan, I will advise the FAA. It is likely to be a problem because they will not want to put something in place that won't be possible to move in the future because of the significance.

Hopefully, you have another option that we can work out. When you get a chance to get caught up, let's talk.

>>> Steve Fousek 10/21/2008 9:01 am >>>

Sorry, been on vacation. This will not be a part of the Florida Trail....but will become a side trail of the planned East Coast Greenway Trail planned from Maine to Key West. At the moment the trail is planned along North Hutchinson Island, then inland through the City of Ft. Pierce, then south through the City and State Savannas to Martin County. This trail is proposed to link the city of Ft. Pierce north to the Indian River County Line bypassing U.S. 1.

>>> Diana Lewis 10/16/2008 3:56 PM >>>

Can you answer this for me so that I can get back to the FAA?

>>> <Lindy.McDowell@faa.gov > 10/16/2008 2:41 pm >>>

Diana,

I don't remember if I asked this question yet or not, but would this trail be part of a larger, significant trail network, like the Florida Trail?

Lindy McDowell
Environmental Program Specialist
Orlando Airports District Office
407-812-6331 ext. 130

"Diana Lewis"
<lewisd@stlucieco
.gov>

09/26/2008 08:29

Lindy McDowell/ASO/FAA@FAA

To

cc

AM

Miguel Martinez/ASO/FAA@FAA

Subject

Propose trail as mitigation

As we discussed in our meeting yesterday, here is a proposal for a trail that would be possible mitigation for tree removal for the runway line of sight. The proposed trail would be located on the east side of airport property. It starts in the Ridgehaven area going along an existing waterway, goes across 25th Street and then through the conservation area (if acceptable to the permitting agencies), then goes across the road to the Fairwinds Golf Course and goes through an area at the northeast corner of the airport to Indrio Road. It is my understanding that the trail would be about ten feet wide. It is also my understanding from discussions with Environmental Resources Department (ERD) and the County Attorney's Office that no easement would be required for this trail since both departments are County, although the plan would be to show the trail on the ALP so the Board could approve it.

I know you had concerns and I would appreciate it if you would provide those to me so that I can go back to ERD to see if they can be worked out.

Let me know if you have any questions.

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

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[attachment "airport trail 1.png" deleted by Lindy McDowell/ASO/FAA]
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From: [Todd Cox](#)
To: [Andersen, Mariben](#); [Fantinato, Tricia](#)
Subject: FW: Recreational Trail on Airport Property, as depicted on the proposed ALP
Date: Monday, April 04, 2011 2:34:08 PM

FYI

From: Rebecca.Henry@faa.gov [mailto:Rebecca.Henry@faa.gov]
Sent: Monday, April 04, 2011 2:15 PM
To: Todd Cox
Cc: Bart.Vernace@faa.gov; Pedro.Blanco@faa.gov
Subject: Recreational Trail on Airport Property, as depicted on the proposed ALP

Todd,

As you recall, we have had several discussions regarding this matter, and exchanged a great deal of information back and forth. At this time, it appears the nature of the trail was misrepresented to the Federal Aviation Administration's (FAA) Orlando Airport's District Office (ADO.) Although I was not a part of the process a few years ago, and neither were you, Bart Vernace, Assistant Manager of the ADO, was involved, and it appears the trail involves airport property not currently held in conservation, which is contrary to what Bart agreed to.

It is important to understand the many reasons the FAA would object to a proposal such as this. First, any airport lands that are designated as a trail may be construed as a park. Use of airport property as a park may be inconsistent with the FAA Policy on Revenue Use, and severely constrain the airport's future ability to develop their property, in conflict with Grant Assurance 5, Rights and Powers. In addition, the land may be designated as 4F park lands, further complicating the airport's ability to develop their own property.

When the trail was first proposed, the FAA understood it would be located on existing mitigation land, which was designated as such for the clearing of trees to ensure a clear line-of-sight for the Airport Traffic Control Tower to the new runway. The trail location was thought to be between North 25th Street and Fairwinds Drive ONLY. This area was already designated as conservation so it would not be able to be developed in the future. The FAA was not told that part of the trail would be constructed on land that is currently undeveloped and not designated as an environmental mitigation area. The area in question that I am discussing now is between Fairwinds Drive and Indiro Road. At this time there are no deed restrictions on this property, and it is important to maintain the property that way in accordance with Grant Assurance 5.

In addition to our "Rights and Powers" concerns with this land use, it appears St. Lucie County constructed this trail without FAA approval for the ALP change, which is in conflict with Grant Assurance 29. As you know, everything constructed on airport property must go through the 7460 process, and is approved as an ALP Change. This process must always be followed, and it is a very serious matter if the County constructed something without FAA airspace (ALP) approval.

In the documentation you sent to me on 02/25/2011, I did not find an agreement between the airport and the Environmental Resources Department (ERD.) I did find an ERD memo that described the trail, but it did not note the trail should be designated as temporary due to 4F and airport compliance concerns. The FAA explicitly required this as a condition of their concurrence.

At this time, the FAA is willing to retroactively approve the ALP change for the construction of the southern portion of the trail, located between North 25th Street and Fairwinds Drive. This trail is located in a recorded conservation easement which was created for an on-airport project, so the FAA

does not object. You will need to provide a 7460 form and sketch of the trail to facilitate this approval. However, the northern part of the trail, between Fairwinds Drive and Indiro Road, is not approved. This trail(s) should be closed immediately and removed as soon as possible.

Once these actions have occurred, please update the Airport Layout Plan by removing the northern most portion of the trail, and the ALP will be approved.

Finally, when the FAA approved the trail through the mitigation area, we had some conditions to be met. Diana Lewis reiterated those conditions to the ERD in a July 7, 2009 e-mail (you sent a copy) but we do not see where those were ever documented between the two departments. The FAA asked that once an agreement had been drafted between the ERD and the Airport, please send a copy for our review. This was never done. Please send a copy of the draft agreement when you send the 7460 form for the southern trail approval.

Thank you,

Rebecca Henry
Orlando Airports District Office

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From: Rebecca.Henry@faa.gov
To: [Fantinato, Tricia](mailto:Fantinato,Tricia)
Cc: Pedro.Blanco@faa.gov
Subject: Re: St. Lucie ALP/MPU
Date: Thursday, April 07, 2011 7:49:06 AM

Tricia,

To save trees and \$\$, just send me the new sheets and we will staple them in...

However, we need to do the 7460 on that trail before I can sign that ALP...Pedro, can you weigh in on that?

Rebecca Henry
Orlando Airports District Office

From: "Fantinato, Tricia" <TFantinato@lpagroup.com>
To: Rebecca Henry/ASO/FAA@FAA
Date: 04/06/2011 04:09 PM
Subject: St. Lucie ALP/MPU

Hi Rebecca,

Thank you for getting back with us with regard to the Trail. We will update the ALP set to only show the FAA approved portion in the mitigation area, and we will add that this is not a public trail. In order to provide your final conditional approval, do you need 13 complete sets or would you prefer only the updated sheets (ALP, Exhibit A, and land use)? Thanks for all your help on this.

Have a great day.

Tricia

T. Fantinato

Manager - Aviation Planning
The LPA Group Incorporated
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4503 Woodland Corporate Blvd
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TFantinato@LPAGroup.com

Fantinato, Tricia

From: Rebecca.Henry@faa.gov
Sent: Friday, May 06, 2011 9:21 AM
To: Fantinato, Tricia
Subject: Re: Status of St. Lucie County Airport Layout Plan

I will get it approved and send it out by May 13, 2011. PROMISE.

Rebecca Henry
Orlando Airports District Office

From: "Fantinato, Tricia" <TFantinato@lpagroup.com>
To: Rebecca Henry/ASO/FAA@FAA
Date: 05/04/2011 10:44 AM
Subject: Status of St. Lucie County Airport Layout Plan

Hi Rebecca,

I know you are probably slammed with funding issues right now, but could you give me an idea when the ALP will be signed for St. Lucie please. It impacts a planned meeting on the 17th of May, which can be pushed back to June if required.

Thanks for your help. Have a nice day.

Tricia

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