



4B
Planning and Development
Services Department
Airport Division

MEMORANDUM

TO: Board of County Commissioners

THROUGH: Faye Outlaw, County Administrator, MPA, ICMA-CM 

FROM: Todd A. Cox, CM, Airport Manager

DATE: June 4, 2012

SUBJECT: Joint Meeting – 2011 Airport Master Plan Update

Background:

The Master Plan Update for the Airport was completed in August 2011. This update was undertaken by St. Lucie County Board of County Commissioners (BOCC) to identify a long range, orderly direction for Airport development which will yield a safe, efficient, economical, and environmentally acceptable air transportation facility.

The study commenced in January 2009. A series of Technical Advisory Committee (TAC) meetings and public workshops were held about the future plan. In October 2009, the final TAC meeting was held to obtain input on the proposed future development at the airport. Four alternatives were recommended. Based upon a vote of attending TAC Members (13 out of 15 members) as well as input from tenants and the public, it was recommended that future airport development should be focused on Limited Commercial Passenger Service. Additional recommendations included:

- Preserve on-airport land for future aviation development;
- Identify areas for non-aviation development;
- Implement Next Generation (NextGen) procedures to support noise mitigation;
- Protect on-airport environmentally sensitive areas; and;
- Improve surface access and develop the Airport as a Multi-modal facility.

After additional public meetings, the BOCC ultimately approved the TAC recommended development of Limited Commercial Passenger Service with areas preserved for future growth.

Key Items:

- A certificate is not required for maintenance or cargo type activities or for aircraft charter operations conducted in aircraft with nine seats or less. A Federal Aviation Regulations Part 139 Airport Operating Certificate is required to accommodate any type of *scheduled* passenger service or regularly scheduled charter operations in aircraft with more than 10 seats. The Airport does not have such a certificate.

- Depending on the type of operations to be conducted, consideration will need to be given in strengthening the current primary runway to meet weight demands for the types of aircraft that would operate at the Airport. Currently, the runway weight-bearing capacity for both Vero Beach and Stuart-Witham exceeds 105,000 pounds for dual-wheeled aircraft, whereas, the strength of the Airport's main runway is 60,000 pounds.
- Strengthening for light-weight commuter-type operations would not be needed. However, strengthening would be needed for limited cargo-type operations and maintenance/repair operations of aircraft that exceed the 60,000 pound threshold. This existing limitation has an impact on the current and future development opportunities that could yield additional revenues to assist the Airport in maintaining financial self-sufficiency.

Airport Businesses:

Per the 2010 Florida Airport Economic Impact Study, conducted by the Florida Department of Transportation, the airport provides over \$164 Million in total economic activity for the area, employing over 1,300 citizens. There are currently 70 aircraft hangar and business tenants that utilize the airport.

Approximately 31 business tenants provide a broad range of services (such as aircraft maintenance/storage, flight training, business/corporate travel, restaurant, air taxi/charter services, medical transport, missionary flights, ground support equipment repair, specialized aircraft parts manufacturing, emergency/rescue, etc.), thus providing continued demand for skilled labor.

The airport has one Fixed-based Operator, Aircraft Property Partners, LLC., that provides leases to the majority of the businesses on the airport and fuel and maintenance services. The airport is also home to US Customs and Border Protection, St. Lucie County Sheriff and Fire District support facilities, Fairwinds Golf Course, Civil Air Patrol and Aviator College of Aeronautics.

Projects:

Many of the short-term, required development projects that were outlined in the master plan update have either been completed, are currently under construction, or are in the design stage. However, none of these projects increase the weight-bearing capacity of the main runway. The following provides a snapshot of specific projects:

Project Description	Project Status
Security Fencing Improvements	Ongoing
Electrical Vault Upgrade	Complete 2009
Rehabilitate Taxiway B, includes markings	Complete 2012
Rehabilitate Taxiway C (C-8, C-7, & C-6), includes markings	Ongoing
Rehabilitate Taxiway A, includes markings	Complete 2012
Realign Taxiway D-1, includes Holding Pad	Scheduled 2014
Construct Taxiway D from Taxiway A to Runway 28L Threshold	Scheduled 2014
Design/Rehabilitate Airport Administration/Terminal	Ongoing
Design/Rehabilitate Customs and Border Protection Facility	Ongoing
Wildlife Hazard Assessment & Wildlife Hazard Management Plan	Ongoing
2012 Airport Marketing & Business Plan/GIS Study	Awaiting FDOT Grant