

## APPENDIX C

### AIP IMPLEMENTATION PLAN AND SCHEDULE

This appendix contains correspondence between the Airport Sponsor and the FAA concerning the implementation plan and schedule for the PBIA AIP.

<u>Originating Agency</u>	<u>Receiving Agency</u>	<u>Date</u>
Palm Beach County Dept. of Airports	Federal Aviation Administration	January 6, 2010
Federal Aviation Administration	Palm Beach County Dept. of Airports	January 26, 2010

PALM BEACH COUNTY  
BOARD OF COUNTY  
COMMISSIONERS  
Burt Aaronson, Chair  
Karen T. Marcus, Vice Chair  
Jeff Koons  
Shelley Vana  
Steven L. Abrams  
Jess R. Santamaria  
Priscilla A. Taylor

COUNTY ADMINISTRATOR  
Robert Weisman

DEPARTMENT OF AIRPORTS



January 6, 2010

Mr. Bart Vernace  
Assistant Manager  
Orlando Airports District Office  
Federal Aviation Administration  
5950 Hazeltine National Dr.  
Suite 400  
Orlando, FL 32822

Re: Palm Beach International Airport Environmental Impact Statement

Dear Bart:

Following discussions with your office, the Palm Beach County Department of Airports, has decided to modify the scope of the approvals we are seeking from the Federal Aviation Administration ("FAA") for the Palm Beach International Airport ("PBI") Airfield Improvement Project. As you know, the County requested unconditional approval of a number of airfield projects at the Airport in 2007. The FAA has been reviewing the Airfield Improvement Project through an Environmental Impact Statement ("EIS") process that included the publication of a Draft Environmental Impact Statement ("DEIS") in 2008. We appreciate the effort that FAA has put into this process.

### **Runway 9R/27L**

The largest and most fundamental part of the Airport Improvement Project is the improvement to Runway 9R-27L to allow increased arrival and departure flows. The recent economic downturn has resulted in a short-term reduction in operations at PBI. As a result, the intense congestion and delays that PBI experienced as recently as 2007 have abated and may not return for at least a few years. It now appears less likely that PBI will need to begin construction of the proposed improvements to Runway 9R-27L in the next few years. Thus, there is no longer an immediate, pressing need for this component of the Airfield Improvement Project and the Airport can pursue the overall Improvement program in a deliberate orderly phased delivery process.

Despite the uncertainty over when capacity and delay statistics could support the need to build the runway, we still seek to complete the EIS process to be prepared for what we see as a future increase in air traffic warranting expansion. Also, such an EIS would provide critical land use guidance regarding the location and parameters of the improved Runway 9R/27L. The Airport today essentially operates as a one-runway airport during peak periods which prevents the airport from operating with optimal efficiency.

Regardless of the current economic situation, we are certain that a serviceable parallel commercial

846 PALM BEACH INTERNATIONAL AIRPORT  
West Palm Beach, Florida 33406-1470  
(561) 471-7412 FAX: (561) 471-7427 [www.pbia.org](http://www.pbia.org)

PALM BEACH COUNTY GLADES AIRPORT  
Pahokee

PALM BEACH COUNTY PARK AIRPORT  
Lantana

NORTH COUNTY GENERAL AVIATION AIRPORT  
Palm Beach Gardens

"An Equal Opportunity-Affirmative Action Employer"

service runway will be needed at some point in the future at PBIA. PBIA is severely space constrained because of its relatively small footprint and the impracticality of acquiring additional land in a highly urbanized area. Thus, it is critical for airport land use planning to have a conditional approval of the overall project, which will leave us better prepared to address delay factors at such time when circumstances warrant the full construction.

The County requests that FAA modify the EIS scope to provide conditional approval of the improved Runway 9R-27L at this time and to condition final approval in its Record of Decision on such additional environmental analysis as is warranted at the time when the County seeks final approval. We request that other components of the Airfield Improvement Project that were included in the DEIS and that are directly related to the improved Runway 9R/27L be reflected on the ALP as conditionally approved at this time as well.

### **Other Airfield Projects**

Regardless of when the improved runway is constructed, other components of the Airfield Improvement Project are of high priority for the safe and efficient operation of the Airport. These other projects have utility independent of the runway and therefore PBIA continues to seek unconditional approval for the following projects.

1. *Golfview fixed base operations and aeronautical use area.* This project would approve aeronautical uses and structures – including hangars, ramp space and taxiways – on the ALP for Fixed Base Operators (FBOs) and the Federal Inspection Services (FIS) on the northwest quadrant of PBIA (formerly the Town of Golfview). This property was acquired specifically for the purpose of providing additional space for these aeronautical purposes. There is immediate demand for additional FBO ramp and hangar space for existing FBOs, which cannot be met elsewhere at the Airport. This additional space is unavailable in the vicinity of the existing FBO facilities on the south side of the Airport. The Golfview space is needed for FBO facilities now, regardless of when Runway 9R-27L is built. We estimate that a maximum of 50 percent of the general activity at two of the three FBOs currently operating east of Runway 13/31 would be served on Golfview for the foreseeable future while facilities remain on the south side of the airport. Approval of the use of Golfview property currently is independent of the larger project of improving Runway 9R-27L. It does, however, not preclude the selection of alternatives under consideration in the EIS.
2. *Widen Taxiway “L”, with taxiway connectors, from 50 feet to 75 feet along the full length of Runway 9L/27R and maintain runway-to-taxiway separation distance of 400 feet.* This project would provide a complete taxiway for the south side of Runway 9L-27R to serve existing and projected Group IV aircraft operations. The FAA has already issued a categorical exclusion to extend Taxiway L to the east to serve Group III aircraft (50 feet wide), even though Runway 9L/27R regularly handles Group IV aircraft operations. Approval of this widening is independent of the larger project of improving Runway 9R-27L. Further, similar to the Golfview development, it does not preclude the selection of alternatives set out in the EIS.
3. *Purchase land east of Military Trail.* The majority of property that is on the PBIA ALP is naturally bordered by four main Palm Beach County thoroughfares – Belvedere Road to the north, Australian Avenue to the east, Southern Boulevard to the south, and Military Trail to the west. All aviation-related activity occurs within this quadrant. As a result of

nearby development and the complexity of relocating existing infrastructure, PBIA has extremely limited opportunities to expand outside of this quadrant.

There is immense value in completing the acquisition of property within this quadrant and moving the airport fence line to coincide with these geographic boundaries. Any opportunity to acquire parcels within the boundaries would benefit aeronautical uses at the Airport.

Several parcels adjacent to the existing western boundary along Military Trail are currently on the market for sale. Because of the deflated market value of real estate in the area, it makes business sense for the County to attempt to purchase these parcels at this time. These parcels are shown as future property to be acquired on both the "existing" and "future" Airport Layout Plans (ALP) submitted to FAA in 2006 and 2007. *(See attached graphic from the DEIS.)*

The County would use these parcels for aeronautical uses. Acquisition of the property would not affect future FAA decisions regarding whether and where to approve new capacity at PBIA. Acquisition of property that would be within PBIA's natural boundaries and has a variety of aeronautical and revenue-generating uses makes strong business sense when real estate prices are depressed.

## **Conclusion**

Once again, we appreciate FAA's assistance with this matter and believe that this request can simplify and allow for the completion of the EIS process. Please let me know if you have any questions.

Sincerely,



Bruce V. Pelly, Director  
Palm Beach County Department of Airports

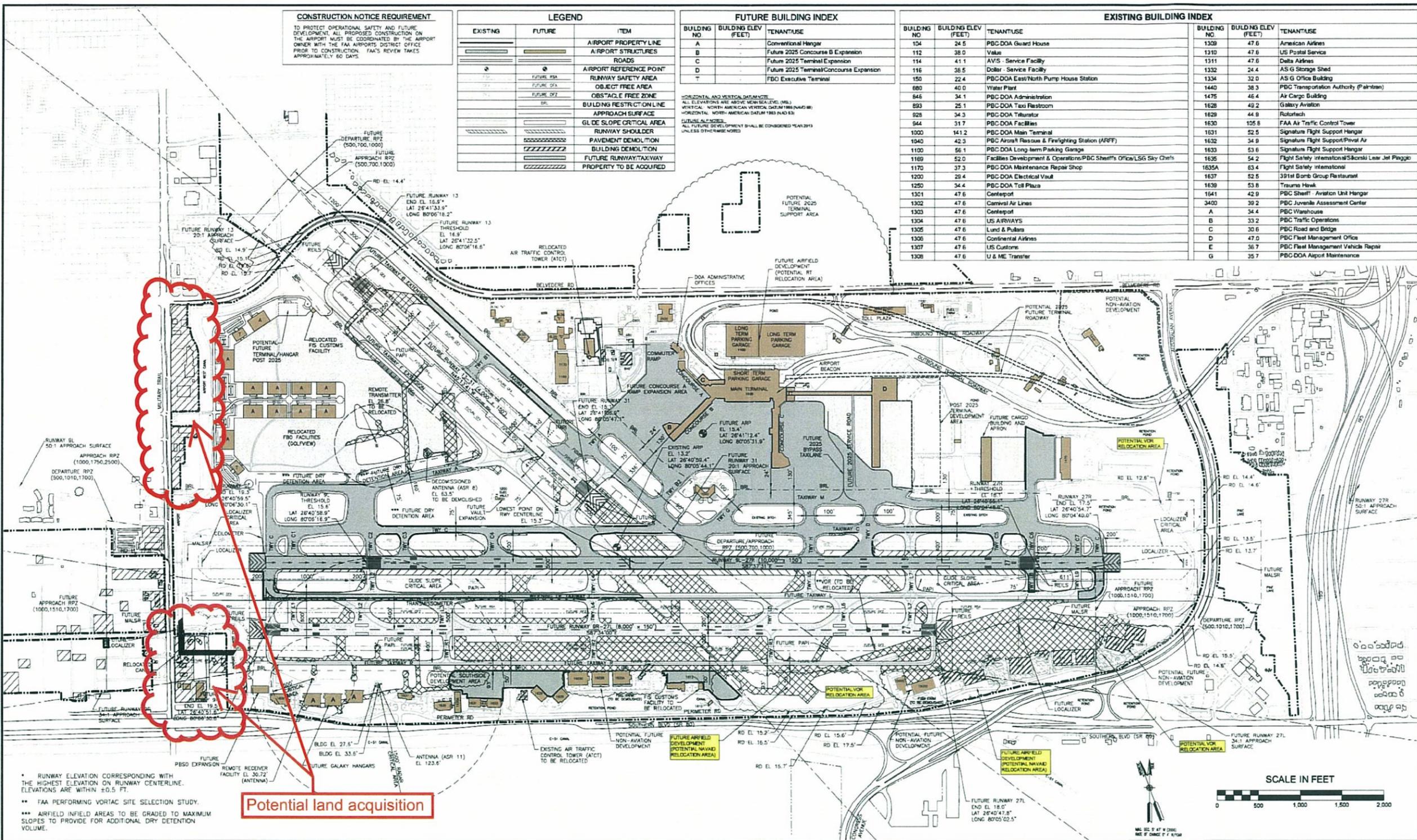
**CONSTRUCTION NOTICE REQUIREMENT**  
 TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

LEGEND		
EXISTING	FUTURE	ITEM
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	AIRPORT STRUCTURES
[Symbol]	[Symbol]	ROADS
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT
[Symbol]	[Symbol]	RUNWAY SAFETY AREA
[Symbol]	[Symbol]	OBSTACLE FREE ZONE
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE
[Symbol]	[Symbol]	APPROACH SURFACE
[Symbol]	[Symbol]	GLIDE SLOPE CRITICAL AREA
[Symbol]	[Symbol]	RUNWAY SHOULDER
[Symbol]	[Symbol]	PAVEMENT DEMOLITION
[Symbol]	[Symbol]	BUILDING DEMOLITION
[Symbol]	[Symbol]	FUTURE RUNWAY/TAXIWAY
[Symbol]	[Symbol]	PROPERTY TO BE ACQUIRED

FUTURE BUILDING INDEX		
BUILDING NO.	BUILDING ELEV. (FEET)	TENANT/USE
A	-	Convention Hangar
B	-	Future 2025 Concourse B Expansion
C	-	Future 2025 Terminal Expansion
D	-	Future 2025 Terminal/Concourse Expansion
T	-	FBO Executive Terminal

EXISTING BUILDING INDEX		
BUILDING NO.	BUILDING ELEV. (FEET)	TENANT/USE
104	24.5	PBC DOA Guard House
112	38.0	Value
114	41.1	AVIS - Service Facility
116	38.5	Dollar - Service Facility
150	22.4	PBC DOA East/North Pump House Station
880	40.0	Water Plant
846	34.1	PBC DOA Administration
893	25.1	PBC DOA Taxi Restroom
928	34.3	PBC DOA Tutorium
944	31.7	PBC DOA Facilities
1000	141.2	PBC DOA Main Terminal
1040	42.3	PBC Airport Restroom & Freighting Station (ARFF)
1100	56.1	PBC DOA Long Term Parking Garage
1169	52.0	Facilities Development & Operations/PBC Sheriff's Office/LSG Sky Chiefs
1170	37.3	PBC DOA Maintenance Repair Shop
1200	25.4	PBC DOA Electrical Vault
1250	34.4	PBC DOA Toll Plaza
1301	47.6	Centerpost
1302	47.6	Carnival Air Lines
1303	47.6	Centerpost
1304	47.6	US Airways
1305	47.6	Lund & Pullars
1306	47.6	Continental Airlines
1307	47.6	US Customs
1308	47.6	U & ME Transfer

BUILDING NO.	BUILDING ELEV. (FEET)	TENANT/USE
1309	47.6	American Airlines
1310	47.6	US Postal Service
1311	47.6	Delta Airlines
1332	24.4	AS G Storage Shed
1334	32.0	AS G Office Building
1440	38.3	PBC Transportation Authority (Palmetto)
1475	46.4	Air Cargo Building
1628	49.2	Galaxy Aviation
1629	44.9	Rolotech
1630	105.6	FAA Air Traffic Control Tower
1631	52.5	Signature Flight Support Hangar
1632	34.9	Signature Flight Support/Prival Av
1633	53.6	Signature Flight Support Hangar
1635	54.2	Flight Safety International/Seonki Lear Jet Pilggo
1635A	53.4	Flight Safety International
1637	52.6	381st Bomb Group Restaurant
1639	53.8	Taurus Hawk
1641	42.0	PBC Sheriff - Aviation Unit Hangar
3400	39.2	PBC Juvenile Assessment Center
A	34.4	PBC Warehouse
B	33.2	PBC Traffic Operations
C	30.6	PBC Road and Bridge
D	47.0	PBC Fleet Management Office
E	36.7	PBC Fleet Management Vehicle Repair
G	35.7	PBC DOA Airport Maintenance



Environmental Impact Statement  
 Airfield Improvement Project  
 Palm Beach International Airport

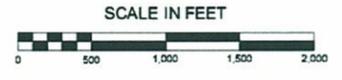


FUTURE AIRPORT LAYOUT PLAN

FIGURE ES-1

\* RUNWAY ELEVATION CORRESPONDING WITH THE HIGHEST ELEVATION ON RUNWAY CENTERLINE. ELEVATIONS ARE WITHIN ±0.5 FT.  
 \*\* FAA PERFORMING VORTAC SITE SELECTION STUDY.  
 \*\*\* AIRFIELD INFIELD AREAS TO BE GRADED TO MAXIMUM SLOPES TO PROVIDE FOR ADDITIONAL DRY DETENTION VOLUME.

Potential land acquisition



REVISIONS			
NO.	DATE	BY	DESCRIPTION

APPROVALS			
Federal Aviation Administration		Palm Beach County Department of Airports	
By: _____	Date: _____	By: _____	Date: _____
Title: _____	Title: _____	Title: _____	Title: _____

PROJECT MGR:	SCALE:
PLANNER:	DATE:
DRAWN BY:	CHECKED BY:

REVISION DATE:	PRINT DATE:
DEPT. OF AIRPORTS NO.:	SHEET NO.:
4 of 12	4 of 12

PROJECT MGR:	SCALE:
PLANNER:	DATE:
DRAWN BY:	CHECKED BY:



PALM BEACH  
 INTERNATIONAL AIRPORT  
 YEAR 2013/2025 FUTURE  
 AIRPORT LAYOUT PLAN

REVISION DATE:	PRINT DATE:
DEPT. OF AIRPORTS NO.:	SHEET NO.:
4 of 12	4 of 12



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

Orlando Airports District Office  
5950 Hazeltine National Dr., Suite 400  
Orlando, FL 32822-5003

Phone: (407) 812-6331

Fax: (407) 812-6978

January 26, 2010

Mr. Bruce V. Pelly, Director  
Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, Florida 33406-1470

Dear Mr. Pelly:

Thank you for your January 6, 2010 letter regarding Palm Beach County Department of Airport's decision to modify the scope of the airfield development approvals sought by the County in the ongoing Environmental Impact Statement (EIS). The FAA reviewed the letter and agrees to the County's request for modification as outlined in the letter.

Accordingly, the Phase 3 Scope of Services for the EIS has been modified to reflect the County's request.

The Phase 3 Scope of Services, dated December 12, 2009, between Palm Beach County, and URS is approved.

The approved fees are as follows:

Phase 3 EIS	\$1,017,726
TOTAL	\$1,017,726

You are authorized to issue a "Notice to Proceed"

Sincerely,

Bart Vernace, P.E.  
Assistant Manager