

# Appendix K

## **Public Involvement**

# **K-1 Public Involvement: Common Responses**

# APPENDIX K-1

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## Common Responses

The Draft EA was available for review by the public, governing agencies, and interested parties from April 11, 2024 through May 21, 2024. The Study Team has considered all comments received during the comment period in preparation of the Final EA. No comments received were determined to require revisions to the Draft EA.

This Appendix K-1 contains a detailed response for all substantive comments received from the public on the Proposed Project. Received comments which were similar in nature have been summarized and grouped together. All comments received are compiled in their original form in Appendix K-2, including all comments received during the comment period as well as written and verbal comments obtained at the public workshop on May 14, 2024. The applicable common responses can be indexed to associated comments received in Appendix K-3.

### Issue 1: Project Background

#### 1-1. Purpose and Need

*Some commenting members of the public expressed concerns about expanding the Airport and general skepticism regarding the need for the Proposed Project.*

Per Section 1.3.1 of the Draft EA, the Proposed Project would include a 1,700-foot extension and 25-foot widening of Runway 14-32, a 1,700-foot extension of parallel Taxiway F, construction of a connector taxiway, clearing and grading of the runway object free area (ROFA) and runway safety area (RSA), additional airfield lighting, and minor adjustments to approach procedures. Supporting actions would include an Airport access road realignment, construction of a new service road to replace portions of existing service roads, construction of a new air traffic control tower, and adjustments to existing stormwater infrastructure. The extension, widening, and resultant shifting of the Runway 14-32 centerline would accommodate larger business jet aircraft to meet existing demand at the Airport. The land clearing, new pavement, lighting, air traffic control tower, and other improvements would improve conditions and ease restrictions on existing operations while allowing for an additional 2,500 annual operations in 2030 when compared to the No Action Alternative. However, per Table 1-2, this would only represent a 2.3% increase compared to the No Action Alternative. The growth in activity would be in keeping with existing regional demand for larger business jet operations and would not involve introduction of commercial service or other potentially high-activity inducing proposals. Per Section 1.4.2 of the Draft EA, the purpose of the Proposed Project is to allow the Airport to provide relief to PBIA by accommodating a greater share of regional demand for business jet operations. This aligns with the Airport's role as a reliever airport for PBIA and does not represent an expanded role in the region.

## 1-2. Commercial Passenger Service

*Some members of the commenting public expressed concern commercial service would be introduced at F45.*

Per Section 1.4.2 of the Draft EA, the purpose of the Proposed Project is to allow the Airport to provide relief to PBI by accommodating a greater share of regional demand for business jet operations. Introduction of commercial service at F45 is not an element of the Proposed Project, and the evaluation of the effects of introducing commercial service operations at the Airport would be beyond the scope of this EA. Additionally, per the Facility Use Restrictions contained within the Interlocal Agreement between the County and the City of Palm Beach Gardens, all regularly scheduled commercial air carrier passenger flights are prohibited at F45.

## 1-3. Alternatives Development

### 1-3.A. Use of Palm Beach International Airport

*Some comments suggested operations at F45 could be redirected to PBI as an alternative to the Proposed Project.*

Palm Beach International Airport is the County's primary commercial service airport. Per Section 1.2.3 of the Draft EA, F45 is a designated reliever airport for PBI, and relief of general aviation aircraft demand at PBI was the initial reason for the opening of F45 in 1994. The purpose of the Proposed Project is to provide facilities adequate to meet projected demand for larger business jet general aviation operations and reduce associated operating restrictions at F45. Redirecting this growth in operations to PBI would be counter to the Airport's role in meeting regional general aviation demand by providing relief to PBI. Thus, use of PBI to accommodate the anticipated additional business jet aircraft operations would not meet the stated need for the Proposed Project.

### 1-3.B. Maintain Current Threshold to Maintain High Altitudes on Approach

*Some commenting members of the public suggested maintaining the existing thresholds on Runway 14-32 after the runway is extended in order to maintain a desirable altitude for planes on approach and reduce noise impacts.*

There are currently no displaced thresholds at any of the runway ends at F45. It is anticipated that these comments were suggesting that the existing landing threshold be maintained as a displaced threshold after Runway 14-32 runway is extended. As stated in Section 1.4.2 of the Draft EA, "the current runway lengths limit the ability of F45 to effectively perform the role as reliever for PBI." Furthermore, a Runway Extension Justification Study included as Appendix A of the Draft EA cites surveys of existing Airport users indicating a need for additional runway length to accommodate larger aircraft or heavier loads for aircraft currently operating at F45. Per Section 2.2.4.4 of the Draft EA, displacement of the runway thresholds on Runway 14-32 and use of declared distances was considered as an alternative to the Proposed Project. The displaced threshold limits the landing distance available for these aircraft and would not provide adequate distance to accommodate the larger and heavier aircraft for which there is

demand. Thus, maintaining the existing threshold location for landings on Runway 14-32 would not meet the stated purpose and need for the Proposed Project.

Section 3.11.3.3 states, “[t]he FAA defines DNL 65 dB as the threshold of noise compatibility for residential land uses.” However, there are no homes or other sites which would be considered noise-sensitive within or near the DNL 65 dB contour. Thus, per Section 3.11.5, there are no noise sensitive sites or land uses within the DNL 65 dB contour and no significant noise impacts associated with the Proposed Project in 2025 or 2030 and no justification for displacing either threshold on Runway 14-32 as a noise abatement measure.

## Issue 2: Aircraft Operations

### 2-1. Activity/Overflights/Larger Aircraft/Low-Flying Plane Concerns

*Some members of the commenting public expressed concern regarding the potential for increased aviation activity at the Airport. Commenters specifically shared concerns that larger aircraft would be flying over populated areas more frequently and at lower altitudes.*

Per Section 1.3.2 of the Draft EA, the Proposed Project would allow for additional operations on Runway 14-32. Under the Proposed Project, 103,689 aircraft operations are predicted to occur at the Airport in 2030, an anticipated 2.3% increase in aircraft operations. This would equate to approximately seven additional operations per day compared to the No Action Alternative.

Table 3-16, *Annual Operations by Aircraft Type Existing Conditions (2021)*, shows current operations by aircraft type from 2021. In addition to piston, turboprop and rotorcraft aircraft, the airport currently serves small general aviation jet aircraft. The Proposed Project will allow the airport to serve larger general aviation jet aircraft. Table 3-18, *Annual Operations by Aircraft Type*, shows future operations by aircraft type for the Proposed Project and No Action Alternative in 2025. Finally, Table 3-20, *Annual Operations by Aircraft Type*, shows future operations for 2030. This indicates the greatest increase in operations at F45 would be attributable to jet aircraft. However, this contribution would only represent 2.2% of overall operations. Most aircraft operations would still be attributed to piston aircraft at 89.5% of overall operations in 2030.

Per Section 1.1.3.1 Draft EA, coordination with the FAA Air Traffic Organization (ATO) will be undertaken to develop new non-precision instrument approach procedures. However, only minor procedural modifications would be required, and no major changes to associated airspace or where aircraft fly would be anticipated. Figures B-3 and B-4 of Appendix B of the Draft EA depict Proposed Project itinerant arrival and departure paths for 2025 and 2030 as modeled flight tracks in east flow and west flow configurations respectively. This indicates some arrival and departure traffic would occur over the Caloosa residential community, and some departures turning to the west would overfly a portion of the Avenir residential community currently under construction. However, compared to the No Action arrival and departure paths depicted on Figures B-1 and B-2, implementation of the Proposed Project flight paths would result in fewer aircraft overflying the nearest residential communities. Also, per Figure B-6, aircraft operating in a closed traffic pattern around Runway 14/32 would largely avoid the residential communities.

Per Section B.2.1.2 of Appendix B of the Draft EA, jet activity is anticipated to increase on Runway 14/32. Specifically, 50.4% of jet arrivals would use Runway 14 in 2030. While Runway 32 would accommodate 25.3% of jet arrivals during the same period. Jet aircraft departures from Runways 14 and 32 would represent 40.7% and 36.5% of total jet departures respectively in 2030.

While some jet aircraft would still potentially overfly residential areas if the Proposed Project were implemented, this would involve a relatively small portion of the 2,450 additional jet operations per year in 2030 when compared to the No Action alternative. Thus, the nearest existing residential areas should experience a decrease in aircraft overflights with the implementation of the Proposed Project.

For your general complaints about existing activity, please contact the airport noise hotline at (561) 626-7361 or leave your noise comments at <https://www.pbia.org/noise/noise-comments/>.

## 2-2. Hours of Operation/Noise Abatement/Changes to Procedures

*Some members of the commenting public suggested the establishment of specific hours aviation operations as well as other noise abatement measures which could be implemented at F45.*

F45 is part of the National Plan of Integrated Airport Systems (NPIAS) and receives federal funding and is, therefore, federally obligated. That is to say, the Airport is subject to grant assurances imposed by the FAA. Per the assurances attached to FAA grant funding, this includes “[o]perating the airport’s aeronautical facilities whenever required”<sup>1</sup>. This means the airport is required to be available 24 hours a day, 365 days a year. Thus, closing the Airport for use by aircraft operators for any interval of time would be in violation of existing agreements with the FAA.

Per Section 1.1.3.1 Draft EA, coordination with the FAA Air Traffic Organization (ATO) will be undertaken to develop new non-precision instrument approach procedures. However, only minor procedural modifications would be required, and no major changes to airspace would be anticipated. The modeled approach and departure paths for the Existing Conditions, No Action, and Proposed Project scenarios are depicted in Figures B-1, B-2, B-3, and B-4 of Appendix B of the Draft EA.

There would be some increase in noise resulting from the Proposed Project. However, per Section 3.11.5 of the Draft EA, “the Proposed Project would not result in any [significant] noise impacts in either 2025 or 2030” as defined by the FAA. Thus, implementing noise abatement measures to reduce the effects of Proposed Project noise on sensitive receptors would be outside the scope of this EA. However, the DOA does monitor community concerns and works with the FAA to address these concerns through voluntary actions when feasible. Such actions could potentially include establishment of a “Fly Friendly” program employing voluntary measures to educate operators of jet aircraft and incentivize adherence to National Business Aviation Association-approved noise abatement departure procedures through periodic recognition and awards.

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<sup>1</sup> Federal Aviation Administration, Airport Sponsor Assurances, May 2022, p. 9.

## Issue 3: Noise

### 3-1. Noise Impacts on Surrounding Communities

*Some members of the commenting public expressed concern regarding the general effects of aircraft noise attributable to the Proposed Project.*

The Proposed Project may result in some increase in noise in areas surrounding the Airport. However, per Section 3.11.5 of the Draft EA, “the Proposed Project would not result in any [significant] noise impacts in either 2025 or 2030” based on FAA guidance on noise compatibility.

The FAA defines DNL 65 dB as the threshold of aircraft noise compatibility for residential land uses. Per FAA Order 1050.1 Desk Reference, the FAA recognizes an increase of noise exposure on a sensitive use measuring 1.5 dB within the DNL 65 dB contour and a 3 dB increase in noise in the DNL 60-65 dB contour range as significant. As depicted in Figure 3-9, Existing Conditions DNL contours show there are no residential land uses or noise-sensitive sites in the vicinity of F45. Per Section 3.11.4.2, the Proposed Project would result in an increase of approximately 16 acres within the DNL 60 dB and higher contours and 25 acres within the DNL 65 dB and higher contours in 2025. Per Section 3.11.4.4, the Proposed Project would result in an increase of approximately 23 acres within the DNL 60 dB and higher contours and 28 acres within the DNL 65 dB and higher contours in 2030. However, most of the land within the DNL 65 contour occurs within the airport property boundary. There are no noise-sensitive sites or residential land uses in the DNL 60 dB contour in either 2025 or 2030. While aircraft overflights may be heard outside the DNL 60 dB contour, the nearest sensitive noise receptors are located well beyond areas the FAA would consider significantly impacted. An increase in noise typically must measure 3 dB to be perceived by the human ear<sup>2</sup>, and no 3 dB increase in noise exposure is anticipated in any of the populated areas around the Airport.

The North County Airport Interlocal Agreement between Palm Beach County and the City of Palm Beach Gardens entered in 1990 and amended in 2016 established the conditions to be met by the County for the construction of F45 and Runway 14-32 respectively. A commitment to monitoring noise at specific locations in the City of Palm Beach Gardens was included among the conditions enumerated in the Interlocal Agreement. Palm Beach County has since established noise monitoring sites at various locations where airport noise exposure had been identified as a concern. The initial placement of noise monitoring sites was based on the Noise Exposure Forecasts 2005 map included as Figure 33-1B of Appendix A of the Draft EA. As depicted, the DNL 65 dB contour, indicative of the extent of significant noise exposure, extends farthest in an easterly direction where noise monitoring sites were established. Communities north and south of the Airport were not exposed to noise exposure of DNL 65 dB or higher; thus, noise monitoring was not determined necessary at the time of the interlocal agreement.

<sup>2</sup> American Association of State Highway and Transportation Officials, Center for Environmental Excellence, website, <https://environment.transportation.org/education/environmental-topics/traffic-noise/traffic-noise-overview/> (accessed August 2, 2024).

Palm Beach County actively monitors noise around the airports throughout its jurisdiction and employs an airport noise monitoring systems (ANOMS) software application<sup>3</sup> to monitor aircraft noise events in real time. The placement of new noise monitoring sites is periodically considered based on the significance of noise exposure as defined by the FAA. However, as depicted in Figure 3-13 of the Draft EA, the DNL 65 dB contour associated with the Proposed Project would be much smaller compared to the contours depicted on Figure 33-1B which informed the initial noise monitor placement associated with the interlocal agreement. As discussed above, the Proposed Project's DNL 65 dB contour does not extend to any of the residential areas in the vicinity of the Airport, and the level of resultant noise exposure would not warrant placement of noise monitoring equipment in any of these communities.

## 3-2. Property Values

*Some commenters were specifically concerned that the Proposed Project and associated activities at the Airport would result in declining residential property values.*

Evaluating how the Proposed Project might affect real property values is beyond the scope of this EA and would be speculative considering the multitude of variables influencing the market for real property. Although no specific studies of the impact of noise at F45 on real property values have been conducted, multiple studies have attempted to measure the impact of aircraft noise on property values generally. Research done in the 1980s indicated aviation noise could negatively affect real property values in residential areas surrounding airports, but also that aviation noise is just one of many factors to be considered when assessing declining home values. An FAA summary report that examined various studies spanning multiple decades indicated the negative impact of aviation noise on real property values was more pronounced in the 1960s when jet aircraft initially entered the fleet.<sup>4</sup>

An Airport Cooperative Research Program (ACRP) report summarized more recent literature on effects of noise and indicated aviation noise could directly impact home values, but the impact is not necessarily always negative. The summary of findings suggested that when considering the effects of noise in tandem with proximity, the net effect on property values is positive.<sup>5</sup>

The Avenir residential community includes in its *Master Declaration of Covenants, Conditions and Restrictions for Avenir*, a statement serving as a buyer awareness measure alerting prospective home buyers that “it is possible that owners, visitors, and users may be subject to varying degrees of potential noise and other impacts from operations conducted at, above, or within the vicinity of the Airport.”<sup>6</sup> Although no market study has been conducted to measure the effect this disclosure has had on residential property values in that community, home prices appear to have followed the trajectory of Palm Beach County home prices generally, which have been steadily rising.

<sup>3</sup> ANOMS is a noise monitoring, noise reporting, and flight tracking software system developed by Envirosuite and utilized by airport operators. More information on Palm Beach County's use of ANOMS can be found online at <https://discover.pbcgov.org/Airports/Pages/ANOMS.aspx>.

<sup>4</sup> Aviation Noise Effects, J. Steven Newman and Kristy R. Beattie, Report No. FAA\_EE-85-2, March, 1985.

<sup>5</sup> Engineering, and Medicine; Transportation Research Board; Airport Cooperative Research Program Synthesis Program, National Academies of Sciences, *Effects of Aircraft Noise: Research Update on Select Topics*, page 20, <https://www.nap.edu/catalog/14177/effects-of-aircraft-noise-research-update-on-select-topic>

<sup>6</sup> Gunster, Yoakley & Stewart, P.A., *Master Declaration of Covenants, Conditions and Restrictions for Avenir*, Section 16.10, May 14, 2018.



Furthermore, the residential areas nearest the Airport are located approximately 3,600 feet, or two-thirds of a mile, from the DNL 65 dB contour, well outside the area of significant noise exposure. Figure 3-13 of the Draft EA indicates the DNL 65 dB contour would be entirely within the Airport property in 2030 if the Proposed Project is implemented, and Table 3-21 of the Draft EA indicates only 9.3 acres of off-Airport open space would be exposed to aircraft noise DNL 60 dB and higher in the same scenario. Additionally, the Section 3.12.4.1 of the Draft EA states the Proposed Project, “would not cause the relocation of businesses or employees and, thus, would not produce economic hardship or place a strain on local housing stocks.” Any further consideration of impacts on the costs of housing would be speculative and beyond the scope of this EA.

### 3-3. Effects on Animals (Domestic Livestock/Pets/Wildlife)

*Some commenting members of the public expressed concerns the Proposed Project and associated activity would create distress for various animals in the environs of F45.*

According to 14 CFR Part 150, *Airport Noise Compatibility Planning*, Appendix A, *Noise Exposure Maps*, Table 1, nature exhibits and zoos are considered compatible in areas exposed to DNL 70 dB and lower noise. The criteria also indicate livestock farming and breeding are compatible in areas exposed to noise as high as DNL 75 dB. As depicted on Figure 3-13 of the Draft EA, the Proposed Project DNL 65 dB contour would occur almost entirely on the Airport property in the year 2030.

The DNL 70 dB contour would occur primarily within the runway object free area (ROFA) and runway safety area (RSA) wherein existing natural areas would be cleared and graded. Therefore, any amount of wildlife habitat which would occur in areas exposed to DNL 70 dB or higher would be minimal.

No livestock farming or breeding would occur within areas exposed to DNL 75 dB or higher, as this area occurs entirely on the existing airfield.

Per Section 3.11.4.4 of the Draft EA, there are “no noise-sensitive sites or residential land uses within DNL 65 contours in 2030.” Thus, no domestic pets would be exposed to noise exceeding DNL 65 dB or higher.

## Issue 4: Public Health and Safety

### 4-1. Air Quality

*Some commenting members of the public expressed concerns about the effect of aviation and other emissions on public health in the vicinity of the Airport.*

Per Section 3.2.5 of the Draft EA, the Proposed Project would not cause significant impacts to air quality based on potential contributions to any violations of the National Ambient Air Quality Standards (NAAQS). The NAAQS were developed in accordance with the *Clean Air Act of 1970*<sup>7</sup> (CAA) to address “criteria air pollutants” considered harmful to public health and the environment. Per Section 3.2.2 of the

<sup>7</sup> 42 U.S.C. §§ 7401-7671q

Draft EA, construction and operational emissions of criteria air pollutants were estimated using approved emissions models.

As discussed in Section 3.2.5 of the Draft EA, significant air quality impacts would occur if “the action would cause pollutant concentrations to exceed one or more of the NAAQS as established by the [Environmental Protection Agency] under the CAA, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.” The analysis of construction and operations emissions indicates the Proposed Project would not cause or contribute to violations of the NAAQS for criteria air pollutants in either 2025 or 2030 when compared to the No Action Alternative for the same timeframe. Therefore, significant air quality impacts to public health would not be anticipated.

## 4-2. Pollution

*Some commenting members of the public expressed general concerns about pollution associated with the Proposed Project.*

Per Section 3.7.4 of the Draft EA, hazardous materials, solid waste, and pollution prevention were evaluated for the Proposed Project and No Action Alternative. As stated in Section 3.7.4.2 of the Draft EA, “[t] here would be an increase in fueling and maintenance of aircraft, GSE, and Airport-dedicated vehicles, as well as use of fuel storage tanks.” Such activities would include more frequent use petroleum, oils, and lubricants and other materials used for aircraft and ground vehicle maintenance which could potentially be hazardous if released into the environment. However, Section 3.7.4.2 of the Draft EA continues to state, “Airport ground crews would employ best management practices to minimize the potential for spills on Airport property in accordance with AC 150/5210-22, Airport Certification Manual (ACM), Section 139.321 - Handling and Storing of Hazardous Substances and Materials.”

Also, per Section 3.7.4.2 of the Draft EA, the Proposed Project would not interfere with remediation activities related to previous spills on the Airport, and no soil or groundwater near previously contaminated sites would be disturbed. The Proposed Project would not result in significant solid waste generation, and local landfill capacity would be adequate to handle the anticipated solid waste disposal. Therefore, per Section 3.7.5 of the Draft EA, the Proposed Project will not result in significant impacts to hazardous materials, solid waste, or pollution prevention when compared to the No Action Alternative.

## 4-3. Public Safety/Services

*Some members of the commenting public expressed concern over perceived threats to public safety in the environs surrounding F45. Specific concerns included risks of aircraft accidents and delayed response times for emergency services.*

Per Section 3.12.4.1 of the Draft EA, the Proposed Project would not induce any new or on-going ground transportation demand beyond the construction phase. Thus, there is no expectation that the Proposed Project would generate traffic congestion which would slow response times for emergency services or interfere with delivery of vital public services. Rather, a functional general aviation airport with adequate runway and taxiway systems can fulfill a vital role in public emergencies as a logistics hub for needed supplies and personnel.

Per Section 1.4.1 of the Draft EA, the purpose of the Proposed Project is to allow operators of larger aircraft to use Runway 14-32 without the restrictions currently imposed due to runway length. Weight restrictions apply to some larger aircraft currently using the runway, and the extension of the runway will enable these aircraft to operate more safely with the appropriate length of runway. Furthermore, as depicted in Figure 1-3, the runway protection zone (RPZ), runway safety area (RSA), and runway object free area (ROFA) for Runway 14-32 would be relocated and re-sized in accordance with FAA design standards to protect areas of high risk to people and property on the ground. The FAA has established the RPZs in areas where the greatest risk to third parties has been determined, and activities and assemblages of people are restricted in these spaces accordingly. The Proposed Project would, therefore, increase the safety of the operations already occurring at the Airport and decrease risks associated with aircraft using the runway.

According to Table 1-2 of the Draft EA, the Proposed Project would only result in an estimated additional 2,500 annual operations or a 2.3% increase in aviation operations at F45 by 2030. This would represent only a marginal increase in the frequency of daily overflights and would not significantly increase the risk to third parties on the ground. As discussed above, the RPZs are sited and dimensioned to account for the areas determined to feature the greatest risk to people and property, and activities and structures are restricted within these spaces.

#### 4-4. Opening of a New Fire Station at F45

*Some members of the commenting public suggested a new fire station be included as a component of the Proposed Project, so that perceived gaps in public services could be addressed.*

A new aircraft rescue and firefighting (ARFF) station is not a component of the Proposed Project as described in Section 1.3.1 of the Draft EA. ARFF services are a requirement at airports with commercial service operations. As commercial passenger service is not proposed as part of the Proposed Project, an ARFF station is not required and not proposed for development.

Construction of a new firefighting station for regional fire rescue service would be the responsibility of Palm Beach County Fire Rescue or the applicable municipalities in the County rather than Palm Beach County Department of Airports. The portion of the Caloosa residential community nearest the Airport is currently served by a Palm Beach County Fire Rescue station, and the Avenir residential community is currently served by a City of West Palm Beach Fire Department station. Furthermore, the Palm Beach County Department of Airports is prohibited from providing general county and municipal services, as it would be considered a diversion of County resources. Assessing gaps in regional public fire rescue services is beyond the scope of this EA. Those seeking more information on the goals and objectives of Palm Beach County Fire Rescue should refer to the *Palm Beach County Fire Rescue 2022-2027 Strategic Plan*<sup>8</sup>, or visit the City of West Palm Beach Fire Departments Division of Emergency Management's website<sup>9</sup>.

<sup>8</sup> Palm Beach County Fire Rescue, *Palm Beach County Fire Rescue 2022-2027 Strategic Plan*, March 24, 2023.

<sup>9</sup> City of West Palm Beach, Fire Department Emergency Management Division, <https://www.wpb.org/government/fire-department/emergency-management> (accessed August 6, 2024).

## 4-5. Aviation Fuel Dumping

*Some commenting members of the public expressed concern about the potential for aircraft operating at F45 to dump fuel in the Airport environs.*

An aircraft's maximum takeoff weight may, in some cases, exceed its maximum landing weight. The intentional jettisoning of fuel from aircraft in flight occurs when an aircraft must land immediately, and its fuel load causes it to exceed the maximum landing weight. To avoid structural damage to the aircraft upon touchdown during emergency conditions, the aircraft may dump excess fuel prior to landing. However, these emergency events are rare.<sup>10</sup> Fuel dumping is a function typically associated with certain large transport category aircraft and requires a fuel dumping system. The business jet aircraft which would operate at the Airport under the Proposed Project are not typically equipped with the necessary fuel dumping system. Thus, fuel dumping is unlikely to occur at F45, and evaluating the effects of fuel dumping would be beyond the scope of this EA.

## Issue 5: Community Livability

### 5-1. Quality of Life

*Some members of the commenting public stated concerns the Proposed Project would impact overall quality of life in the surrounding community.*

The Proposed Project would not result in significant air quality or noise impacts per Sections 3.2.5 and 3.11.5 respectively. Per Section 3.12.5, there would be no disproportionately high and adverse human health or environmental effects on communities with environmental justice concerns. Per Section 3.6.4.2, of the Draft EA, impacts to public-use lands would be mitigated with the addition of 1,337 new feet of public trails to enhance hiking opportunities in the surrounding community.

Per Section 1.3.2 of the Draft EA, the Proposed Project would allow for additional operations on Runway 14-32. Under the Proposed Project, 103,689 aircraft operations are predicted to occur at the Airport in 2030, an anticipated 2.3% increase in aircraft operations. This would equate to approximately seven additional operations per day compared to the No Action Alternative. However, this amount of activity is not expected to induce sufficient ground vehicle trips to result in vehicle congestion. Thus, per Section 3.12.4.1 of the Draft EA, the Proposed Project would not induce any new or on-going ground transportation demand beyond the construction phase.

The Draft EA evaluates various categories of resources to determine the potential for the Proposed Project to result in impacts to public health and the environment. However, the concept of quality of life encompasses multiple variables, not all of which are within the scope of this EA to evaluate. Furthermore, many of the aspects of the environment contributing to perceived quality of life could be considered subjective varying from individual to individual, and evaluating every such aspect of the environment and human experience would be beyond the scope of this EA.

<sup>10</sup> Federal Aviation Administration, *Report to Congress: Annual Occurrences of Fuel Dumps in the United States, Fiscal Year 2015–2020*, September 23, 2022.

## 5-2. Natural Areas/Section 4(f) Resources

*General concerns about impacts to the natural areas surrounding the Airport were expressed by members of the commenting public.*

Per Section 3.6.4.2 Draft EA, the Proposed Project would affect a total of 32.3 acres of land within Sweetbay Natural Area. Approximately 17.4 acres of land would be directly affected by construction of the proposed runway extension and land clearing and approximately 14.9 acres would be indirectly affected because it is within the new Runway Protection Zones (RPZs). The Tarflower Nature Trail and other public use areas will not be affected; however, a portion of existing firebreak / maintenance road will be further restricted from public access. Mitigation will be provided to address the use of conservation land and the additional restricted access to the maintenance firebreak. Mitigation will include a new 2,167-foot section of unpaved trail, resulting in a net increase of 1,337-feet of new trail. This new section of trail will connect existing trails and create a loop, which is expected to enhance public use opportunities for hiking. The proposed mitigation measures are discussed in more detail in Section 3.6.6 and in Appendix G Draft EA.

Approximately 6.7 acres of the Loxahatchee Slough Natural Area would be located within the proposed Runway Protection Zone (RPZ) where restrictions are placed on third party activities and assemblages of people. However, there is no public use within this portion of the preserve. Although vegetation within the RPZ may be subject to occasional selective trimming to prevent hazards to flight, there would be no wholesale clearing of the existing vegetation. Therefore, the relocated RPZ would not impact the Loxahatchee Slough Natural Area under Section 4(f).

Per Section 3.6.7 of the Draft EA, additional mitigation measures within the natural areas will include the acquisition of suitable mitigation credits for replacement of impacted habitat and security measures including security camera(s), monitoring, and signage to support public safety.

## 5-3. Traffic Congestion

*Some members of the commenting public expressed concern that the Proposed Project would result in traffic congestion on local roads.*

Per Section 3.12.4.1 of the Draft EA, the Proposed Project would not induce any new or on-going ground transportation demand beyond the construction phase. Section 1.3.2 of the Draft EA states the anticipated increase in activity at F45 would be “equivalent to an additional seven operations per day” in 2030. This amount of activity would not induce an amount of ground vehicle trips which could cause vehicle congestion.

## Issue 6: Biological Resources

### 6-1. Habitat Loss

*Some comments received raised concerns about the loss of habitat for local wildlife and the displacement of some species from existing undeveloped areas into residential areas.*

Per Section 3.3.4.2 of the Draft EA, 52.47 acres of upland habitat would be directly impacted by the Proposed Project while 31.68 acres would be indirectly impacted. The biological assessment completed for the Proposed Project identified nine protected species with potential to occur within the evaluated Action Area (depicted on Figure 3-2). As presented in Table 3-9 of the Draft EA, the Proposed Project was determined to have “no effect” on seven of the protected species and “not applicable” to another protected species. The Proposed Project “may affect, but not likely to adversely affect” *Mycteria americana*, or wood stork. The FAA initiated coordination with the U.S. Fish and Wildlife Service in accordance with Section 7 of the Endangered Species Act, and the U.S. Fish and Wildlife Service provided concurrence with the FAA’s determination in February 2023.

Per Section 3.3.5 of the Draft EA, the Proposed Project is not anticipated to significantly impact “terrestrial and aquatic animal species, game and non-game species, special status species, and environmentally sensitive or critical habitats.”

Best management practices for limiting potential impacts to wildlife and habitat during and after construction were provided in Section 3.3.6 of the Draft EA. These include coordinating construction activities to minimize impacts to adjacent habitats, installing silt fences adjacent to construction activities to contain stormwater runoff, re-vegetating any temporarily disturbed areas using the original topsoil, and designing the relocated segments of Aviation Road and the new service road to avoid and minimize impacts to habitat to the greatest extent possible.

Mitigation to compensate for the loss of wood stork habitat will be finalized during permitting by using functionally suitable mitigation units from Palm Beach County’s Pine Glades North or West Mitigation Area or other suitable mitigation bank.

## 6-2. Wetlands

*Some members of the commenting public expressed concern regarding the loss of wetlands resulting from the Proposed Project.*

Per Section 3.14.4.2 of the Draft EA, an estimated 12.56 acres of wetlands would be directly impacted by construction and land clearing associated with the Proposed Project. Approximately 21 acres of wetlands within the relocated 14-32 RPZs would be subject to selective trimming on an as-needed basis. Of the 12.56 directly impacted acres, 2.4 acres would be cleared for the Runway 14-32 runway safety area, 1.16 acres would be cleared for the new Airport access road for a total of approximately 3.6 acres of wetlands to be cleared and filled. Additionally, approximately 9 acres would be cleared and periodically trimmed to maintain any vegetation within the runway object free area below the runway elevation. The direct impacts would occur within the Airport property boundary, although 11.3 acres would also coincide with the Sweetbay Natural Area. The wetlands occurring in the Proposed Project Action Area represent approximately 1.2% of the unprotected herbaceous wetlands in all the Loxahatchee River Basin.

Per Section 3.14.5.1 of the Draft EA, the significance threshold for impacts to wetlands was derived from FAA Order 1050.1F Section 14.1.3.1. This guidance establishes that a significant wetlands impact would occur when:

- A “wetland’s function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers” is adversely affected.
- A proposed action could “[s]ubstantially alter the hydrology needed to sustain the affected wetland system’s values and functions or those of a wetland to which it is connected”.
- A proposed action could “[s]ubstantially reduce the affected wetland’s ability to retain floodwaters or storm runoff, thereby threatening public health, safety or welfare”.
- The “maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands” is adversely affected.
- A proposed action could “[p]romote development of secondary activities or services that would cause the circumstances listed above to occur”.
- A proposed action could “[b]e inconsistent with applicable state wetland strategies”.

Without mitigation, the wetland impacts associated with the Proposed Project would be considered significant. However, per Section 3.14.6 of the Draft EA, the Proposed Project would include mitigation and best management practices in accordance with South Florida Water Management District and Section 404 permits to compensate for lost wetlands and maintain water quality. This would include the purchase of suitable credits from the Pine Glades North Mitigation Area, Pine Glades West Mitigation Area or other suitable mitigation bank to mitigate the loss of 12.56 acres.

Recommended construction best management practices for minimizing impacts include:

- Stormwater Pollution Prevention Plan Implementation
- Construction Sequencing and Erosion Control Measures.
- Structural Controls to Minimize Sediment Transport
- Pollution Prevention and Control

As wetlands mitigation and best management practices will be incorporated into development of the Proposed Project, the associated impacts would not be significant.

## **K-2 Public Involvement: Comments Received**



# P-1

conrad@lowisolutions.com Letter of Support

Brad Nella <bnella@bdb.org>

Tue 5/7/2024 8:28 AM

To:F45EAComments <f45eacommments@esassoc.com>

I am writing to offer my strong support for the critical runway extension project at Palm Beach's North County Airport. This initiative holds significant potential to address several pressing issues impacting our community's economic development and overall well-being.

## Alleviating Air Traffic Congestion:

Palm Beach International Airport (KPBI) currently experiences significant air traffic congestion. Extending the runway at North County Airport (F45) would provide a much-needed alternative landing and takeoff location for general aviation aircraft, alleviating pressure on PBI and streamlining operations within the region.

## Enhanced Safety:

Reducing congestion at PBI directly translates to increased safety for air travel. A longer runway at North County Airport allows for safer takeoffs and landings for all aircraft. Furthermore, the extended runway would create a vital secondary airport in case of inclement weather or emergencies at PBI, ensuring continued air service and improved response capabilities.

## Environmental Benefits:

By lessening congestion at PBI, the runway extension would lead to a reduction in aircraft holding times, both on the ground and in the air thereby minimizing emissions and noise pollution in the surrounding areas. This not only benefits the environment, but also improves the quality of life for residents residing near PBI.

Additionally, Turbine aircraft flow with appropriately designed noise abatement procedures are often less disturbing on takeoff and landing than light piston aircraft. Increasing the available runway length would allow for turbine aircraft to use de-rated takeoff modes further decreasing their noise and emissions footprints vs full power procedures required for short field operations.

The North County Airport runway extension is a urgent need for the community and represents a strategic investment in the future of the greater Palm Beach area.

Sincerely,

Conrad Adolf

Conrad Adolf

+1 646.496.7585

[LOWIsolutions.com](http://LOWIsolutions.com)

Brad Nella

Business Development Coordinator  
Business Development Board of Palm Beach County  
310 Evernia Street, West Palm Beach, Florida 33401

(D) 561-651-4117

(C) 561-587-2898

[bnella@bdb.org](mailto:bnella@bdb.org)

[www.bdb.org](http://www.bdb.org)

[Learn about membership >](#)



P-2

F45

Gregg Amaral <gregg.amaral@yahoo.com>

Fri 4/19/2024 12:50 PM

To:F45EAComments <f45eacommments@esassoc.com>

Good afternoon,

My name is Gregg Amaral. I'm a resident of Caloosa located next to F45 and an avid pilot.

The reason for my email is not to fight the change coming to F45 that will feature a longer runway and a potential control tower.

The reason for my email is to support that change as I see nothing but positive things to come with the addition of extra runway length and a control tower. With new communities and developments being built around us, the extra flights and airplane traffic is a good thing for the community and county as a whole. It will bring in air traffic that we have not had before along with alleviating air traffic congestion at Palm Beach International. Both great things for the county.

The main reason for my email is to introduce myself along with relaying a potential change that is needed at F45. Living across the street I personally fly out of F45 as my homebase, therefore, I see the needs and wants for the airport on a daily basis.

The biggest change and desire at F45 is more hangar space and I want to help alleviate those issues. I have personally been on Signature's hangar waiting list for 4 years and spending a lot of time at the airport has shown that hangar space is in dire need at the airport. I'm personally only one of hundred stories with the same tale.

As a Real Estate developer myself I would love to speak with someone about building a few more hangars at F45 utilizing a ground lease with the county. Therefore, we are not competing with your current FBO signature in fuel sales.

I'm strictly looking to work with the county to build anywhere from 3-7 metal buildings utilizing T-hangars, middle sized bays, and a few larger bays to include some of the bigger airplanes that will come with the additional runway and control tower. F45 currently has one hangar already occupied by two long tenants for the bigger aircraft, having more hangar space will become an absolute must have for F45 to grow properly with the longer runway and control tower.

This is an extreme need for the airport currently and will only continue to increase. Adding more hangar space will only increase revenue for the county.

Please contact me directly anytime.

Thank you for your time.

**GREGG AMARAL**

**Owner**

**GDA Capital**



- 561-406-2994     561.596.6992
- info@gdacap.com
- [www.gdacap.com](http://www.gdacap.com)



2562 W Indiantown Rd, Suite 4 Jupiter, FL 33458

**From:** James Bishop <jbishop@whitestarllc.com>  
**Sent:** Tuesday, May 21, 2024 4:08 PM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Subject:** North County Airport Expansion

I write as a resident of the Caloosa community, in opposition to the expansion of the North County Airport which is adjacent (across the Beeline) to our neighborhood.

**Increase in Air Traffic:** The proposed expansion will, according to the project records, bring in more air traffic from heavier planes (estimated to be an initial count of up to 2,500 total takeoff/landings with no guarantee of limited growth thereafter). The simple arithmetic which results in an average of approximately seven additional takeoff/landings per day is seriously flawed. Any observation of traffic patterns in South Florida, from all modes of transportation, indicates that the majority of the additional flights will take place on weekends, over holidays, and during the winter months, exacerbating the negative effects on Caloosa and the entire area surrounding the airport.

**Extended Hours:** The possibility of extended flight operations will result in more noise and air pollution (it is reported that many of the new users are expected to be jets) from both air and ground operations due to emissions from aircraft, ground vehicles, and airport operations. In addition to being an active nuisance, this can negatively affect respiratory health and overall air quality.

**Safety:** Aircraft accidents are relatively rare, but mid-size corporate jets pose a serious foreseeable risk to the surrounding area in the event of an accident. These incidents, while rare, can be catastrophic. It has been reported by the County that absent passenger operations, there is no requirement for a firehouse in connection with the airport expansion. In the event of a serious incident, that leaves it up to the existing County fire department installations (already stretched thin and often slow to respond) to take on the responsibility of responding to a jet plane crash. Additionally, airports attract a lot of street-level vehicular traffic, leading to increased congestion on nearby roads with attendant accident risks. The proposed expansion will cause even more traffic on the Beeline.

**Health Issues:** Continuous exposure to noise and air pollution can contribute to long-term health issues, including cardiovascular problems, stress-related illnesses, and respiratory conditions. Additionally, the increased noise and activity related to any expansion can detract from the tranquility and peacefulness of our neighborhood and the quiet enjoyment of our homes, negatively affecting Caloosa's overall quality of life.

**Regulatory Changes:** Airports are subject to expansion and periodic regulatory changes that can further negatively impact our community. These changes can include increased flight frequency, new flight paths, or further airport expansions, including the planned air traffic control tower which exhibits an intent for more intense use of the airport in the future.

**Property Values:** Properties located near airports often have lower market values due to the aforementioned noise, safety, traffic, and pollution issues, making them a less desirable area for homebuyers. The proposed airport expansion is likely to hurt property values in Caloosa, a situation easily avoided by curtailing the expansion program.

Thank you for your consideration of my concerns.

James. E. Bishop  
President/CEO  
WhiteStar Advisors, LLC  
902 Clint Moore Road, Suite 104  
Boca Raton, FL 33487

Telephone: 561-999-9949



P-4

**From:** Amy Brown <nyamyj@gmail.com>  
**Sent:** Friday, May 17, 2024 6:27 PM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Subject:** North County Airport Noise Pollution

To Whom it May Concern,

We have chosen to buy a house in a 55 plus community at Avenir in order to have peace and tranquility. To our surprise that is not the case due to the fact that the planes flight path goes right by our community. It is worrisome to have learned that the air traffic will increase at a minimum rate of 3% per year.

We are requesting from the airport officials to please consider changing the airport approach and traffic pattern in order to reduce the noise pollution in our community.

Thank you and please advise as to what further steps we can take to help this situation.

Sincerely,

Amy Brown  
Hersel Sonbolian

# P-5

**From:** Dari Carter, CPA <dcartercpa@aol.com>

**Sent:** Tuesday, May 21, 2024 12:39 PM

**To:** F45EAComments <f45eacommments@esassoc.com>

**Subject:** Runway Extension of North County Airport 14-32

**I am opposed to the North County Airport Runway Extension.** As a 40+ year resident of Caloosa, I was under the impression that when this airport was originally built, the surrounding property owners were promised that there would be no extension/expansion. I am one of those owners, and I am not happy that promises are not being kept.

I have the right to quiet enjoyment of my property, and I feel that the proposed extension will jeopardize my peaceful life here in Caloosa. I understand that the extension could lead to approximately 2,500 additional aircraft operations per year (7/day average). Some of the reasons that I am opposed are as follows:

- Additional air traffic will increase the noise levels and effect our animals and our peaceful enjoyment of our properties.

It will also jeopardize the *safety* of riders in our *equestrian* community.

- Additional air traffic will lead to increased ground traffic on our already heavily traveled roads (already made worse by the build-up of the Palm Beach Park of Commerce)

- Additional air traffic will increase air pollution

- We already have longer than acceptable response times for fire rescue, and the increased traffic from an airport extension will make this even worse

If approved, PLEASE ensure that:

- There will be no change to the air traffic patterns and at no time will the traffic patterns be changed to increase the noise and air traffic over Caloosa,

- There is a noise monitoring station in or near Caloosa,

- We receive updates to abatement procedures to reduce noise levels, and

- Due to the increased levels of air and land traffic, that a fire rescue station is planned for the near future.

**I am appealing to you, not to approve the North County Airport Runway Extension.**

Thank you, and I hope that you consider the effect on the lives of the residents in our Community.

Darcelle Carter  
14760 Crazy Horse Lane  
Palm Beach Gardens, FL 33418  
561-202-4222



Kim Corbit

13238 St. Tropez Circle

Palm Beach Gardens, FL 33410

To: The Palm Beach County Department of Airports 846 Palm Beach International Airport West Palm Beach, FL 33406

From: Michael Corbit

RE: Runway Expansion at North Palm Beach County Airport I am writing to you in support of the proposed expansion of Runway 14-32 at the North Palm Beach County General Aviation (GA) Airport (F45). In order for F45 to meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport to Palm Beach International Airport (PBI), Palm Beach County (County) proposes to improve the accessibility of F45 to larger business class aircraft by extending Runway 14 32 and implementing other connected airport improvements, including the construction of an air traffic control tower. F45 is a critical aviation facility that plays an important role in the overall system of airports in Palm Beach County. Similar to PBI, the airport is a major economic engine for the region accounting for 467 jobs and more than \$77M in total economic impact to the area. The planned improvements currently under environmental review will most certainly increase the economic viability of the airport and will continue to support the increasing demands for general aviation facilities in the region.

Palm Beach County ranks in the top 5 counties in Florida in terms of population and Northern Palm Beach County is one of the fastest growing areas of the county. Northern Palm Beach County is not only well established as a leading destination for recreational activities but is also a premier corridor for business innovation and growth. In the past 5 years, the Business Development Board (BDB) of Palm Beach County has worked with 36 companies that either relocated or expanded in Northern Palm Beach County. Those 36 companies were responsible for creating or retaining 3,523 jobs, absorbing over 2,036,000 sf of space, and had a capital investment of over \$235,700,000. This trend is expected to continue well into the future. F45 has been identified as a critical asset that plays a vital role in driving the economic and business development in the region. Due to the operational limitations of the existing runway system, a portion of the business aircraft fleet that would like to operate at F45 are either operationally constrained or forced to utilize Witham Field in Martin County to the north or Palm Beach International Airport to the south.

Overall, this project is important to Palm Bach County and the South Florida region as a whole. The demand for general aviation facilities continues to exceed the available supply throughout the State of Florida. Our ability to plan for and construct these necessary improvements at the State's airports will continue to bolster our position as one of the fastest growing, business driven states in the country. Based on this information, I pledge my full support for this project.



Michael Corbit

13238 St. Tropez Circle

Palm Beach Gardens, FL 33410

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P-8

**From:** R8.voter@sirbob.net <R8.voter@sirbob.net>  
**Sent:** Sunday, April 21, 2024 11:31 AM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Subject:** North Palm Beach County Airport extension

I am opposed to the expansion of the North Palm Beach County Airport.

With so many homes in proximity we don't need all the extra noise and pollution associated with many large jets and higher traffic of both airplanes and cars going into/out of the airport. In addition, the infrastructure of the airport and the community would need to be changed to handle the increase in traffic.

That airport was meant to be a small community based airport that disturbs no one, instead what's proposed is a significant change in the community, all to accommodate a few rich people.

Regards,  
Robert Daly

**P-9**

## **F45 - Long Range Plan**

Michael de Nigris <mjdenigris@gmail.com>

Sat 5/18/2024 7:44 AM

To:F45EAComments <f45eacommments@esassoc.com>

Hello,

I am writing to express my support for the runway extension and control tower at F45.

I am a resident of Palm Beach Gardens, FL and operate a Citation CJ3+, N501LL out of KPBI currently. I have occasionally utilized North Palm Beach county airport in the past, however the lack of a control tower, the marginal runway lengths, and lack of hanger space has caused me to base our airplane at Atlantic Aviation at KPBI.

If this project is completed, I would certainly relocate our aircraft to F45, contingent on hanger space availability. Additionally, as an FAA rated pilot, my observation at North Palm Beach County airport during busy times is that the airspace is chaotic, and the traffic occasionally unpredictable. I believe a control tower is necessary to make this airport and it's airspace safer.

I can be reached at 914-325-2213 or this email address for further comment if desired.

Best regards,  
Micahel de Nigris

# P-10

## F45 Comments

Peter V. De Sanctis <pdesanctis@desanctiscpa.com>

Mon 5/20/2024 10:18 AM

To:F45EAComments <f45eacommments@esassoc.com>

Hello,

I am a pilot and have my plane (N1131V) hangered at F45. I have been at F45 since 2009.

Your presentation was excellent and the slides very helpful.

The one comment I have is that the Tower is needed sooner than later.

There have been many very close accidents with Student pilots with myself and other pilots.

I personally have been cut off numerous times on Final and had to quickly go around to avoid hitting the plane who cut me off.

The issue is that many of the student pilots just talk on the radio and don't listen to what is going on. They repeat like parrots, on downwind then turning base then on final not listening that another plane is on final.

This situation is getting worse and there will be an accident.....it is just a matter of time.

My concern would be as more Jets come into F45 they will not be able to quickly maneuver to avoid hitting a slow Cessna 152 which has crossed their path. Moreover, if the Jet is landing on 14 – 32 and winds are calm and the Student pilots are doing touch and goes using runway 9 right they won't be listening to the radio to hear there is a jet on final on 13 -32. This will not be a good situation.

Please consider expediting the Tower to be in operation in conjunction with the Runway 14-32 extension. It would be a mistake to have the runway extension without having the tower.

Best,

Peter

**PETER V. De SANCTIS, CPA**



**THE COMMONS AT ABACOA**

641 University Boulevard  
Suite 201  
Jupiter, FL 33458  
P: (561) 624-5700  
F: (561) 624-5702  
Pdesanctis@Desanctiscpa.com

**Confidentiality Notice:**

This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient to the employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us by email reply.

# P-11

**From:** Simone Dominique <simone.dominique@gmail.com>  
**Sent:** Tuesday, May 21, 2024 3:54 PM  
**To:** F45EAComments <f45eacommments@esassoc.com>  
**Subject:** Airport Expansion

Hello,

I do not agree with the airport expansion project. This is too close to our homes and right over wildlife preserves.

Simone Dominique  
12909 Mallard Creek Drive  
West Palm Beach,  
Florida 33418

Greetings Caloosa Property Owners!

The purpose of this note is to remind you that the public comment period related to the planned North County Airport Expansion closes tomorrow, May 21, at 5:00 P.M.

You can send an email expressing your approval or disapproval of the expansion plan to the Palm Beach County Department of Airports at [F45EAComments@esassoc.com](mailto:F45EAComments@esassoc.com)

Regards,  
Your Board of Directors

Simone Dominique

**P-12**

## **Disapproval of Airport Expansion**

Sandra Dompkosky <[sdompkosky@outlook.com](mailto:sdompkosky@outlook.com)>

Tue 5/21/2024 1:20 PM

To: F45EAComments <[f45eacomments@esassoc.com](mailto:f45eacomments@esassoc.com)>

To whom it may concern,

I am a resident of the closest development, directly off Beeline Highway across from North County Airport. I am writing to express concern for the possible expansion of the airport. I am opposed to this expansion because of the noise and air pollution. Additionally, it's impact on property values.

Thank you,  
Sandy Dompkosky

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# P-13

**From:** DR787 <dr787inc@hotmail.com>

**Sent:** Thursday, May 16, 2024 10:43 AM

**To:** F45EAComments <f45eacomments@esassoc.com>

**Cc:** AllCommissioners@pbcgov.org <AllCommissioners@pbcgov.org>

**Subject:** Flight plans.

Good morning

I wanted to see a map of the anticipated flight plans based on the North Palm Beach County Airport runway extension plan

Can you please direct me to where I might find that information or can you provide that information directly to me

Thank you

# P-14

**From:** christopher eldin <chriseldin@gmail.com>

**Sent:** Thursday, May 2, 2024 3:16 PM

**To:** F45EAComments <f45eacomments@esassoc.com>

**Subject:** Runway expansion at The North County General Aviation Airport

Controls need to be put in place on:

- noise abatement
- permitted flight hours
- flight height
- size of aircraft

What specifically is envisaged re these crucial points, which will have a major impact on the large number of residents in the PGA?

Christopher and Joan Eldin  
728 Pinehurst Way  
PGA

# P-15

**From:** Caroline R. Goodman <cooks514@gmail.com>

**Sent:** Thursday, May 16, 2024 9:35 AM

**To:** F45EAComments <f45eacomments@esassoc.com>

**Subject:** Re: North County Airport Expansion concerns

Good Day,

We are residents of Regency at Avenir and are concerned about the expansion plans of the North County Airport. Already we can hear and see many airplanes and are concerned that the expansion will hinder our community and be disturbing with excess noise. Furthermore the increase of noise and activity will have an adverse effect on our wildlife with the increase of noise and dumping of fuel in our sensitive areas which are dedicated wildlife preservation areas near the airport.

Also there will be a need for an increase of support vehicles and services to the airport with your limited access points.

Please consider these issues while making your decision on this matter.

We are opposed to the expansion of this airport.

Caroline and Howard Goodman

Caroline R. Goodman

# P-16

**From:** debbie grogins <debritgro@bellsouth.net>  
**Sent:** Monday, May 13, 2024 7:49 PM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Subject:** North county airport extension

Hello., my name is Debbie Grogins and I am a resident in Avenir.

I am very concerned about this runway extension and I would like to understand why this is necessary for our area. I haven't read anything that justifies adding this and we live right near it in Avenir. I have also noticed an increase in flights over my home since I have moved here and so I am really opposed to this unless you can convince me why it is necessary. Expand PBIA if you need more runway and flights.

I will be getting a grassroots team together from Avenir to question this addition.

I hope to hear from you.

Debbie Grogins



P-17

May 14, 2024

Ms. Laura Beebe  
Airports Director  
Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406

RE: Runway Expansion at North Palm Beach County Airport

Dear Ms. Beebe:

We write concerning proposed improvements to the North Palm Beach County General Aviation Airport (F45). To meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport for Palm Beach International Airport (PBI), Palm Beach County proposes to extend F45's Runway 14-32 and implement other connected airport improvements, including constructing an air traffic control tower. Among other important benefits, these improvements will make F45 more accessible to larger business class aircraft, relieve congestion at Palm Beach International Airport and make the area more accessible for private aviation. Carrier Corporation strongly supports the improvement project.

Very truly yours,

A handwritten signature in black ink, appearing to read "MR Harris".

Mitchell R. Harris  
Vice President

cc: Kelly Smallridge, President, BDB

May 9, 2024

To: The Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, Florida 33406

From: Dale Hedrick, CEO  
Hedrick Brothers Construction  
2200 Centrepark West Drive  
West Palm Beach, Florida 33409

**RE: Runway Expansion at North Palm Beach County Airport**

I am writing to you in support of the proposed expansion of Runway 14-32 at the North Palm Beach General Aviation (GA) Airport (F45). In order for F45 to meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport to Palm Beach International Airport (PBI), Palm Beach County (County) purposes to improve the accessibility of F45 to larger business class aircraft by extending Runway 14-32 and implementing other connected airport improvements, including the construction of an air traffic control tower. F45 is a critical aviation facility that plays an important role in the overall system of airports in Palm Beach County. Similar to PBI, the airport is a major economic engine for the region accounting for 467 jobs and more than \$77M in total economic impact to the area. The planned improvements currently under environmental review will most certainly increase the economic viability of the airport and will continue to support the increasing demands for general aviation facilities in the region.

Palm Beach County ranks in the top 5 counties in Florida in terms of population and Northern Palm Beach County is one of the fastest growing areas of the county. Northern Palm Beach County is not only well established as a leading destination for recreational activities but is also a premier corridor for business innovation and growth. In the past 5 years, the Business Development Board (BDB) of Palm Beach County has worked with 36 companies that either relocated or expanded in Northern Palm Beach County. Those 36 companies were responsible for creating or retaining 3,523 jobs, absorbing over 2,036,000 sf of space, and had a capital investment of over \$235,700,000. This trend is expected to continue well into the future. F45 has been identified as a critical asset that plays a vital role in driving the economic and business development in the region. Due to the operational limitations of the existing runway system, a portion of the business aircraft fleet that would like to operate at F45 are either operationally constrained or forced to utilize Witham Field in Martin County to the north or Palm Beach International Airport to the South.

Overall, this project is important to Palm Beach County and the South Florida region as a whole. The demand for general aviation facilities continues to exceed the available supply throughout the State of Florida. Our ability to plan for and construct these necessary improvements at the State's airports will continue to bolster our position as one of the fastest growing, business driven states in the country. Based on this information, I pledge my full support for this project.





June 17, 2024

The Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406

RE: Extension of Runway 14-32 and Related Improvements at North Palm Beach County General Aviation Airport

On behalf of EXP, a global engineering, architecture, design and consulting firm, I am writing this letter in support of the proposed expansion of Runway 14-32 at the North Palm Beach County General Aviation (GA) Airport (F45). Since 1994, F45 has been accommodating general aviation aircraft activity to relieve Palm Beach International Airport (PBI) and the forecasted demand in Palm Beach County and Martin County.

With offices in Palm Beach County, Fort Lauderdale, Fort Myers, Jacksonville, Miami, Orlando, Sarasota, Tallahassee and Tampa, EXP maintains a strong workforce presence throughout Florida and capable of serving the needs of the Palm Beach County Department of Airports extension of the North Palm Beach County Runway.

Our team's aviation expertise is perfect for accommodating the aviation aircraft operators all while considering the potential impacts on the wetlands, protected species and impacts from noise. With decades of experience and working relationships with Palm Beach International (PBI), Miami International (MIA), Fort Lauderdale International (FLL), and Pensacola International Airport (PNS), our team is ready and eager to deliver quality results for this project and beyond.

Our history dates to 1906, when the earliest of EXP's predecessor companies started its engineering infrastructure practice. Since then, we have grown to a full-service, multidisciplinary firm delivering projects and solutions to clients and communities around the world. Today, thousands of creative professionals across EXP work together to deliver extraordinary experiences year after year in a wide array of markets, including commercial and mixed use, civic and cultural, education, transportation, water, healthcare, hospitality, energy, and more.

EXP prides ourselves on diversity, culture and inclusion in our daily practices and recognizes the significant efforts, respect and working relationships that the Palm Beach County Department of Airports, North Palm Beach County General Aviation Airport and the Federal Aviation Administration actively uphold and practice.

Thank you for the opportunity to share our support for the North Palm Beach County project. We look forward to the final environmental assessment and FAA decisions, and welcome the opportunity to further discuss the benefits of doing business with EXP.

Sincerely,



Kyle Henry  
Vice President, Business Development  
305-631-2208



Forte Commercial Property  
Services Inc  
PO Box 530901  
West Palm Beach, FL 33401

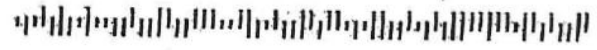
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10 MAY 2024 PM 2 L



Palm Beach County Department  
Of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406

33406-147099



May 10, 2024

Palm Beach County Department  
Of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406

13 PM 3:19  
DEPT. OF AIRPORTS  
BLDG. 846. PBIA

Re: Public Input for North County Airport

To Whom it May Concern:

Regarding the Post article today on the plan for the North County Airport expansion, my personal opinion is it is a very viable option to what is being planned for the International Airport. Not only is the Airport's future growth of traffic probably not sustainable, neither is the traffic on the streets from feeder roads like Belvedere rd., to Australian Avenue, Congress, and Southern. Its all being constrained to a breaking point and something has to give. Particularly with PBIA's plan to expand the auto rental side of their operations.

I have been to the North County Airport years ago to pick up guests from the terminal and the potential to grow this wonderful asset is enormous. Whatever traffic it can pick up from PBIA is worth the minor investment described in the Post's article. In fact, if anyone ever remembers, Donald Trump once upon a time wanted PBIA moved to the North County and I'm starting to think it might have been a sound idea after all because it would have been an opportunity to build from scratch for the future.

Thank you for letting me express my opinion on the matter.

Melanie Hoehn  
West Palm Beach

# P-21

**From:** Harry Holmbraker <h.holmbraker@caloosa.life>  
**Sent:** Wednesday, April 17, 2024 8:45 AM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Subject:** Object to North Count Airport Expansion

I live in Caloosa. When the F45 was last expanded, our community manager was promised there would be no further expansion. Now you are breaking that promise. You are also not taking into account the quality of life of our neighborhoods and others close to the airport. You not monitoring noise levels in the closest communities to the airport. Your own document states that (pictured below). You have also not taken into account brush fire risk and pollution from fuel dumping. Stop this expansion now. We do not need this airport to host larger planes and a control tower.

6. REMOTE NOISE MONITORING STATIONS WILL BE INSTALLED BY THE COUNTY AT THE NORTHWEST CORNER AND SOUTHWEST CORNER OF P.G.A. NATIONAL RESORT COMMUNITY AND AT THE WESTERN EDGE OF EASTPOINT. THESE STATIONS WILL BE INSTALLED, MAINTAINED AND OPERATED BY PALM BEACH COUNTY WITH ADEQUATE REPORTING OF NOISE LEVELS.

Harry Holmbraker  
14821 Twisted Tree Trail  
Palm Beach Gardens, 33418

786.444.0407



April 22, 2024

**To: The Palm Beach County Department of Airports**

846 Palm Beach International Airport

West Palm Beach, FL 33406

**From: Jim Hopkins, Senior Vice President - Airport Relations and Strategic Programs**

**RE: Runway Expansion at North Palm Beach County Airport**

Signature Aviation has served North Palm Beach County Airport (the 'Airport') for over a decade. Throughout that time, we've borne witness to an airport that has followed the broader trajectory of Palm Beach and South Florida – marked by substantial population growth, a buoyant economy, and a welcoming place to live. Through a vibrant general aviation community and a balanced approach to development, the profile and general desirability of the Airport continue to rise.

We believe that the Airport is now at a juncture. In order to keep pace with a thriving economy and the pressing need for expanded transportation options, we believe the incorporation of an extended Runway 14/32 will drive the next chapter in the story of the Airport. The benefits are numerous – increased safety margins for aircraft, the ability to accommodate new traffic and reduce acute airspace congestion in the area, and the creation of new jobs and opportunity for businesses – including at our current location.

We look forward to seeing the results of the Environmental Assessment and to serve the new customers, passengers, and citizens of Palm Beach County upon the completion of the runway improvements.

Sincerely,

Jim Hopkins

Senior Vice President – Airport Relations & Strategic Programs

Signature Aviation

P-23

**From:** Harold Horton <haroldhorton12@gmail.com>

**Sent:** Saturday, May 4, 2024 3:51 PM

**To:** F45EAComments <f45eacomments@esassoc.com>

**Subject:** Palm Beach Gardens Airport Extension—“if you build they will come.”—again diminishing the “quality of life in Palm Beach Gardens “ by the potential for bigger planes and more flites over my home at a significantly lower altitude.!!! HL Horton

Sent from my iPhone

# P-24

## North Palm Beach County GA Airport

### Runway Extension - Jet Aviation

#### Comments

Lengthening the runway at North Palm Beach (F45) will have a multitude of positive effects on the local aviation community, ranging from improved safety and accessibility to increased economic opportunities and enhanced emergency response capabilities. With plans for Palm Beach International (PBI) to expand commercial capabilities which will likely crowd out smaller general aviation operations, it is important for the Palm Beach aviation community to ensure continuity of general aviation services.

Extending runway 14/32 from 4,300' to 6,000' will provide benefits including:

- Enhanced Safety: Lengthening the runway can significantly improve safety by providing pilots with more runway to utilize during takeoff and landing. This allows for safer operations, especially in adverse weather conditions or for aircraft with higher performance requirements.
- Increased Accessibility: Longer runways enable a wider range of aircraft types to operate from the airport, making it more accessible to a larger segment of the aviation community. This can attract more pilots, businesses, and aviation enthusiasts to the area, fostering growth and economic development.
- Noise Reduction: Longer runways can facilitate steeper takeoff and landing angles, allowing aircraft to climb more quickly and reach higher altitudes, thereby reducing noise exposure for surrounding communities. This can contribute to improved quality of life for residents near the airport.
- Fuel Efficiency: Longer runways enable aircraft to utilize more efficient takeoff and landing procedures, such as reduced engine power settings and optimized flight profiles. This can lead to reduced fuel consumption and lower emissions, contributing to environmental sustainability.
- Expanded Capacity: With a longer runway, F45 can accommodate larger aircraft and manage increased air traffic, leading to improved efficiency and reduced congestion at PBI.
- Support for Business Aviation: Lengthening the runway can cater to the needs of business aviation, allowing corporate jets and other executive aircraft to operate more efficiently. This can attract businesses to the area, facilitating corporate travel and fostering economic activity.
- Emergency Response Capabilities: A longer runway can enhance the airport's capability to support emergency response operations, such as medical evacuations or hurricane and disaster relief flights. This is crucial for providing timely assistance during emergencies and enhancing the overall resilience of the local community.
- Training Opportunities: A lengthened runway can provide better training opportunities for student pilots, allowing them to practice a wider range of maneuvers and gain valuable experience in different operating conditions. This can contribute to the development of a skilled aviation workforce within the local community.

- Tourism and Recreation: Improved aviation facilities can attract tourists and recreational flyers, leading to increased tourism revenue and providing opportunities for local businesses.

By incorporating environmental considerations into the runway lengthening project, F45 can minimize their ecological footprint while continuing to support the needs of the local aviation community. This holistic approach promotes sustainable development and ensures that aviation infrastructure aligns with broader environmental goals.

Jet Aviation supports the North Palm Beach runway extension. The project benefits the aviation community and increases economic opportunities including immediate construction jobs and long-term jobs in the aviation industry. We also look forward to Jet Aviation participating in any future processes to bring development investment to the North Palm Beach Airport.



To: The Palm Beach County Department of Airports  
846 Palm Beach International Airport West Palm Beach, FL 33406

From: Kenneth Kahn, President

RE: Runway Expansion at North Palm Beach County Airport

I am writing to you in support of the proposed expansion of Runway 14-32 at the North Palm Beach County General Aviation (GA) Airport (F45). I am the owner of a Midsize jet and charter aircraft user. LRP Media Group is located off Northlake Blvd in the PGA Park of Commerce. If the North County runway was lengthened beyond 5,000 ft we would base our aircraft at North County instead of PBI.

In order for F45 to meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport to Palm Beach International Airport (PBI), Palm Beach County (County) proposes to improve the accessibility of F45 to larger business class aircraft by extending Runway 14- 32 and implementing other connected airport improvements, including the construction of an air traffic control tower. F45 is a critical aviation facility that plays an important role in the overall system of airports in Palm Beach County. Similar to PBI, the airport is a major economic engine for the region accounting for 467 jobs and more than \$77M in total economic impact to the area. The planned improvements currently under environmental review will most certainly increase the economic viability of the airport and will continue to support the increasing demands for general aviation facilities in the region.

Palm Beach County ranks in the top 5 counties in Florida in terms of population and Northern Palm Beach County is one of the fastest growing areas of the county. Northern Palm Beach County is not only well established as a leading destination for recreational activities but is also a premier corridor for business innovation and growth. In the past 5 years, the Business Development Board (BDB) of Palm Beach County has worked with 36 companies that either relocated or expanded in Northern Palm Beach County. Those 36 companies were responsible for creating or retaining 3,523 jobs, absorbing over 2,036,000 sf of space, and had a capital investment of over \$235,700,000. This trend is expected to continue well into the future. F45 has been identified as a critical asset that plays a vital role in driving the economic and business development in the region. Due to the operational limitations of the existing runway system, a portion of the business aircraft fleet that would like to





operate at F45 are either operationally constrained or forced to utilize Witham Field in Martin County to the north or Palm Beach International Airport to the south.

Overall, this project is important to Palm Beach County and the South Florida region as a whole. The demand for general aviation facilities continues to exceed the available supply throughout the State of Florida. Our ability to plan for and construct these necessary improvements at the State's airports will continue to bolster our position as one of the fastest growing, business driven states in the country. Based on this information, I pledge my full support for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kenneth Kahn', written in a cursive style.

Kenneth Kahn  
President  
LRP Media Group

**P-26**

**North Palm Beach County General Aviation Airport**

Kiselewski, Donald <Donald.Kiselewski@fpl.com>

Fri 5/10/2024 10:24 AM

To:F45EAComments <f45eacommments@esassoc.com>

**Re: DRAFT ENVIRONMENTAL ASSESSMENT FOR RUNWAY**

**EXTENSION AND RELATED IMPROVEMENTS AT NORTH PALM BEACH COUNTY**

**GENERAL AVIATION AIRPORT**

I strongly support and endorse the extension of runway 14-32 and related improvements of the North Palm Beach County General Aviation Airport.

Extension of the runway is a critical step in the sustained growth of northern Palm Beach County and surrounding communities.

Please act in an expeditious manner to provide approvals for this critical project. Thank you!

Don Kiselewski

1034 Tiki Drive

Jupiter, Florida 33458

Cell – 561-379-6064

[donald.kiselewski@fpl.com](mailto:donald.kiselewski@fpl.com)

P-27

**From:** joslinkryjcir@gmail.com <joslinkryjcir@gmail.com>  
**Sent:** Tuesday, May 21, 2024 4:12 PM  
**To:** F45EAComments <f45eacommments@esassoc.com>  
**Subject:** Airport Expansion

To Whom it May Concern,

I am a resident of the Caloosa community and am sending this email to voice my concern regarding the runway expansion for our local airport. None of us want this expansion!

Sincerely,

Joslin Kryjcir  
Owner, Mallard Creek Drive, Caloosa

# P-28

**From:** GALE LANGFORD <galelangford@comcast.net>  
**Sent:** Tuesday, May 21, 2024 10:20 AM  
**To:** F45EAComments <f45eacomments@esassoc.com>; GALE LANGFORD <galelangford@comcast.net>  
**Subject:** N County Airport Expansion COMMENT

To: Palm Beach County Dept of Airports

From: Gale Langford, owner, Caloosa residence

I am writing to your department to express my disapproval - **and distress** - over plans to extend the runway at the North County Airport.

**I am heartsick** over what this means to my beautiful Caloosa community: increased air traffic at the airport - increased noise at all hours - heavier traffic on the Beeline expressway - and the ruination of surrounding natural areas.

I have lived in Caloosa since 2000.

I have horses, and have thoroughly enjoyed its **quiet**, "rural" lifestyle... including horseback riding around the community.

The airport expansion not only affects me, *right now*, but has the inevitability of destroying the lifestyle and property values of Caloosa in the very near future.

Who wants to live in the path of an active runway?

*Would you?? Would any of our Palm Beach County Commissioners?*

I urge you to study this issue VERY carefully.

...however if the "done deal Plan" moves forward as I suspect it will,  
**PLEASE PROTECT CALOOSA!**

- Establish noise abatement procedures at the airport
- Maintain/establish traffic patterns that keep aircraft away from Caloosa
- Prevent flights during overnight sleeping hours
- Bar commercial aircraft from using airport - *now and in the future*
- Maintain surrounding wetlands. *Once they are gone, they are gone forever.*

Gale Langford

14548 Broken Wing Lane

Caloosa

[galelangford@comcast.net](mailto:galelangford@comcast.net)

---

**From:** jaylaan ahmad-llewellyn <jaylaan@icloud.com>

**Sent:** Thursday, April 18, 2024 12:12 PM

**To:** F45EAComments <f45eacomments@esassoc.com>

**Subject:** Objection To The Expansion of North County Airport

To Whom It May Concern:

I am writing to express my strong objection to the expansion of North County. As a Caloosa resident, the noise from increased traffic and plane size would ruin what is a calm, quiet community. Precisely why I moved here.

Further, as an animal owner, the noise overhead is truly disturbing to my horses and dogs. Stress caused by continuous overhead traffic can seriously impact the health and wellbeing of these animals. Over 50% of Caloosa maintains multiple animals on their property. For the sake of the care and maintenance of the multitude of animals in this community, please abide by what I was told was shared with the POA of Caloosa when the airport was put in. They were told it would not expand. I would like to see that promise honored.

Respectfully,  
Jaylaan Llewellyn  
CEO  
Llewellyn Family Office

# P-30

**From:** jane merritt <ojmerritt@gmail.com>  
**Sent:** Tuesday, May 21, 2024 3:31 PM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Subject:** Caloosa Neighborhood

As a resident of Caloosa, we are not excited about this expansion and how it will affect the noise and pollution in our neighborhood. Will there be a fire station going into this expansion? If so, will it be able to be utilized by our community?

Concerned Resident,

Jane Massey

# P-31

**From:** Paul G Massey <pgmassey21@gmail.com>  
**Sent:** Monday, May 20, 2024 4:59 PM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Subject:** Airport Extension

Hi,

With the airport extension, is there a plan for a new fire station in the area? I'd say we'd be onboard if it helped with homeowners insurance. If a new station is not part of the plan, I don't see any positive for our community with the expansion.

Sincerely,

Paul Massey

P-32

## Airport expansion

mcgovern.devin@gmail.com <mcgovern.devin@gmail.com>

Tue 5/21/2024 1:16 PM

To:F45EAComments <f45eacomments@esassoc.com>

To whom it may concern:

I'm a relatively new member to the Caloosa community and I fear that the airport expansion will negatively impact Caloosa on multiple levels: more traffic, more noise and other pollution, and will permanently mar the peace and tranquility we've all come to enjoy. Therefore, I am against any proposed expansion. Thank you.

Devin McGovern

Sent from my iPhone



**P-33**

**Runway Expansion at North Palm Beach County Airport**

gina.melby1@gmail.com <gina.melby1@gmail.com>

Mon 5/6/2024 12:49 PM

To:F45EAComments <f45eacommments@esassoc.com>

To: The Palm Beach County Department of Airports

846 Palm Beach International Airport

West Palm Beach , Fl. 33406

From: Gina Melby

135 Remo Place

Palm Beach Gardens, Fl. 33418

I am writing you in support of the proposed expansion of runway 14-32 at the North Palm Beach County Aviation (GA)Airport (F-45).

In order, for F45 to meet the demands of general aviation aircraft operators and fully serve it's intended role as a reliever airport to Palm Beach

International airport (PBI), Palm Beach County. (County) proposes to improve accessibility of F45 to larger business class aircraft by extending

Runway 14-32 and implementing other connect4ed airport improvements , including the construction of an air traffic control tower. F-45 is a critical

aviation facility that plays an important role in the overall system of airports in Palm Beach County. Similar to PBI, the airport is a major economic engine

for the region accounting for 467 jobs and more than \$77M in total economic impact to the area. The planned improvements are currently under

environmental review will most certainly increase the economic viability of the airport and will continue to support the increase demands for general aviation facilities in the region.

Palm Beach County ranks in the top 5 counties in Florida in terms of population and Northern Palm Beach County is one of the fastest growing areas in the county. Northern Palm Beach County is not only a well-established as leading destination for recreational activities, but is also a premiere corridor for business innovation and growth. In the past 5 years the Business Development Board(BDB) of Palm Beach County has worked with 36 companies that either relocated or expanded in Northern Palm Beach County, Those 36 companies were responsible for creating or retaining 3,523 jobs , absorbing over 2,036,000 sf. of space and had a capital investment of over 235,700,000. This trend is expected to continue well into the future. F45 has been identified as a critical asset that plays a vital role in driving

the economic and business development in the region. Due to operational limitations of the existing runway system, a portion of the business aircraft fleet that

would like to operate at F-45 are either operationally constrained or forced to utilize Witham Field in Martin County to the north of Palm Beach International Airport to the south.

Overall , this project is important to Palm Beach County and the South Florida region as a whole. The demand for general aviation facilities continue to exceed the available

throughout the State of Florida. Our ability to plan for and construct these necessary improvements at the State's airports will continue to bolster our position as one of the

fastest growing , business driven states in the country.

Based on this information, I pledge my full support.

*Arthur J. Menor  
412 NE 2nd Avenue  
Delray Beach, FL 33444*

RECEIVED  
2024 MAY -3 PM 4:46  
DEPT. OF AIRPORTS  
BLDG. 846. P.B.I.A.

May 1, 2024

The Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406

RE: Runway Expansion at North Palm Beach County Airport

To Whom It May Concern:

I am a lifelong resident of Palm Beach County and have practiced law here for 44 years. I am also an active member of the business community in the County and am the immediate Past Chair of the Economic Council of Palm Beach County and a member of the Board of Directors of the Business Development Board of Palm Beach County.

Our county has experienced amazing growth and development during my lifetime and especially since the Pandemic that started in 2020. This growth has brought tremendous wealth and economic opportunity to our County but has also taxed our infrastructure. A critical piece of this infrastructure is Palm Beach International Airport which is an outstanding airport that has grown tremendously but has barriers to continued growth so that it can meet the current and future needs of this dynamic county.

For these reasons, I support the proposed expansion of Runway 14-32 at the North Palm Beach County General Aviation (GA) Airport (F45). In order for F45 to meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport to Palm Beach International Airport (PBI), Palm Beach County (County) proposes to improve the accessibility of F45 to larger business class aircraft by extending Runway 14-32 and implementing other connected airport improvements, including the construction of an air traffic control tower.

F45 is a critical aviation facility that plays an important role in the overall system of airports in Palm Beach County. Similar to PBI, the airport is a major economic engine for the region accounting for 467 jobs and more than \$77M in total economic impact to the area. The planned improvements currently under environmental review will most certainly increase the economic viability of the airport and will continue to support the increasing demands for general aviation facilities in the region.

Palm Beach County ranks in the top five counties in Florida in terms of population and Northern Palm Beach County is one of the fastest growing areas of the county. Northern Palm Beach County is not only well established as a leading destination for recreational activities, but is also a premier corridor for business innovation and growth. In the past five years, the Business Development

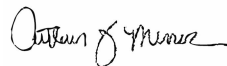
Board (BDB) of Palm Beach County has worked with 36 companies that either relocated to or expanded in Northern Palm Beach County. Those 36 companies were responsible for creating or retaining 3,523 jobs, absorbing over 2,036,000 square feet of space, and a capital investment of over \$235,700,000. This trend is expected to continue well into the future.

F45 has been identified as a critical asset that plays a vital role in driving the economic and business development in the region. Due to the operational limitations of the existing runway system, a portion of the business aircraft fleet that would like to operate at F45 are either operationally constrained or forced to utilize Witham Field in Martin County to the north or Palm Beach

Overall, this project is important to Palm Beach County and the South Florida region as a whole. The demand for general aviation facilities continues to exceed the available supply throughout the State of Florida. Our ability to plan for and construct these necessary improvements at the State's airports will continue to bolster our position as one of the fastest growing, business driven states in the country.

For all of these reasons, this project has my full support.

Sincerely,



Arthur J. Menor



COMMENT FORM

Environmental Assessment for Runway Extension and Related Improvements at North Palm Beach County General Aviation Airport Public Hearing Tuesday, May 14, 2024

Noise Control over residential areas - how will this be mitigated?

Can take off and landing guidelines be established to reduce the noise

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Ann Moehlenkamp
Address: 13104 Silver Fox Ln WPB, FL 33418
Email: amoehlenkamp@comcast.net
Phone:

We welcome your comments. You may also email your comments to F45EAComments@esassoc.com. All comments must be received by 5:00 p.m. Eastern on May 21, 2024

Thank you!

# P-36

**From:** DeeDee More <deedee@echofineproperties.com>

**Sent:** Thursday, May 2, 2024 2:55 PM

**To:** F45EAComments <f45eacomments@esassoc.com>

**Subject:** Airport issue

Hello,

We are very concerned about the noise and disturbance to our quiet private neighborhood in Eagleton PGA National with this airport expansion. This could hurt our property values and the place we call home. There should be some parameters set as far as time frames for take off and landings as well as a plan for a flight path away from this area to reduce the disturbance to our development. PGA National has been a very popular place for visitors and residents alike and we want to keep it this way for years to come. We have PBI just down the road, so we see no need for this expansion.

Thank you for your understanding.

Dee Dee and Ron More  
715 Pinehurst Way  
Palm Beach Gardens

Sent from my iPhone

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Properties, LLC cannot accept liability for any loss or damage caused by software viruses. The information contained in this communication may be confidential and/or subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages in the future, please notify the sender by return email. Finally, please note that any views or opinions contained in this email are those solely of the author and do not necessarily represent those of Echo Fine Properties, LLC. Echo Fine Properties, LLC may engage the services of a third party vendor to answer telephone, email, text and internet inquiries. This transmission does not constitute an authorization of the acceptance of service of legal papers by facsimile or email communication.

Echo Fine Properties, LLC will never ask for your social security number, bank account or other confidential information via email. Wire Fraud is Real. Before wiring ANY funds, call the intended recipient at a number you know to be valid to confirm the instructions. Please note that sender does not have the authority to bind a third party to any real estate contract via written or verbal communication.

**From:** Brad Neider <b.neider@caloosa.life>  
**Sent:** Sunday, May 19, 2024 9:02 AM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Subject:** Opposition to Runway Expansion at North County Airport (F45)

Dear Palm Beach County Department of Airports,

I am writing to submit my public comment regarding the proposed runway expansion at North County Airport (F45). As a resident of Caloosa and Director of the Caloosa POA, I am strongly opposed to this expansion for several reasons, supported by the sentiments of our community.

Recently, our community conducted a survey to gauge residents' opinions on the runway expansion. The results were overwhelmingly against the expansion, with 73% of residents expressing their opposition. The concerns highlighted in the survey are significant and should be carefully considered:

1. **Increased Noise:** 41% of the comments stated concerns about the rise in noise levels that the runway expansion will bring. As a quiet, residential area, Caloosa values its peace and tranquility, which will be severely disrupted by increased aircraft operations.
2. **Long-Term Environmental Impacts:** 25% of the comments stated concerns about the potential long-term environmental consequences of expanding the airport. The natural landscape and wildlife in our area could be adversely affected, leading to irreversible damage to our local ecosystem.
3. **Increased Traffic on Bee Line Highway:** 19% of the comments stated concerns about the potential rise in traffic on the Bee Line Highway. This highway is a critical route for our community, and increased congestion could pose safety risks and extend travel times for residents.

The Caloosa airport survey report is attached for your review.

Additionally, we have the following requests to mitigate potential adverse effects if the expansion proceeds:

1. **Do Not Change the Current Traffic Patterns:** Maintaining the existing traffic patterns is crucial to minimizing disruption and ensuring the safety and predictability of flight operations.



2. Keep the Current Displaced Threshold for Landing: Retaining the current displaced threshold for landing will keep aircraft at higher altitudes on approach, reducing noise and enhancing safety.
3. Request Updates to the Recommended Noise Abatement Procedures to further protect Caloosa from increased air traffic noise: Revising and updating the noise abatement procedures will help in reducing noise levels within Caloosa, thereby preserving the quality of life for its residents.

The opposition to the runway expansion is rooted in a deep concern for maintaining the quality of life in our community. We urge you to reconsider the proposed expansion and to take into account the strong opposition from the residents of Caloosa.

Thank you for considering our perspectives. I look forward to your response and hope that the concerns of the Caloosa community will be addressed.

Sincerely,

Brad Neider  
Caloosa POA - Vice President  
561-203-9177

**PERSONAL AND CONFIDENTIAL:** This e-mail and any attachments hereto are intended solely for the individual or entity to whom they are addressed and may contain legally privileged and confidential information. If you are not the intended recipient of this e-mail, please notify the sender immediately by reply e-mail and delete this e-mail from your system without reading, printing, saving, or otherwise retaining this e-mail or any attachments hereto. Dissemination, distribution, or copying this e-mail is strictly prohibited.

# Caloosa Property Owner's Association

## Survey of Property Owner's Support For North County Airpor Expansion

Final Survey Results  
5/13/2024

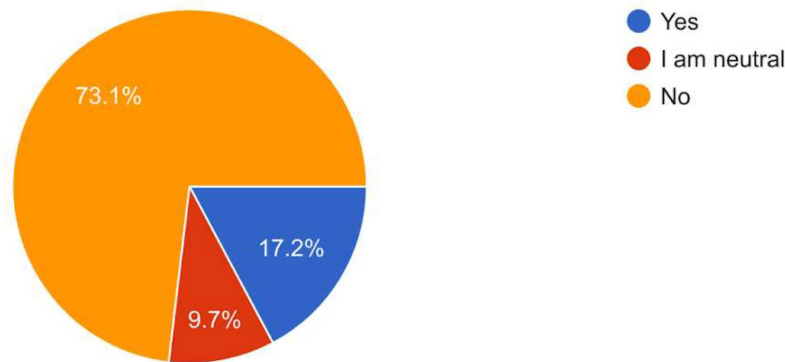
Three hundred ninety seven (397) emails were sent inviting Caloosa property owners to share their opinions about the planned expansion of the North County Airport.

A total of ninety three (93) responses were received for a 23% response rate as of May 13th.

Survey respondents were asked if they supported the planned airport expansion. More than 70% of property owners responded they are opposed to the expansion of the North County Airport.

Do you support the expansion of the North County airport?

93 responses



Respondents were asked for any additional concerns or comments about the airport expansion project. Eighty-five (85) respondents expanded upon their input. Their input is reproduced below without edit.

-Noise and traffic on BeeLine

-Increased noise or fuel dumping would be a concern. I can also see how a more active North County Airport could positively impact property values in Caloosa.

-No concerns. It's a good thing.

-Increased air traffic can displace wildlife, upset farm animals, potentially cause increase in Homeowners insurance premiums, increase road traffic and may open airport to some commercial flights which would generate a construction boom in the area.

-Noise and traffic congestion ruining the hidden gem we have here in Caloosa. 30 years ago when the airport was built they made promises to this community that they wouldn't expand. What would stop the county from utilizing eminent domain for future airport expansion. We must stop them dead in their tracks or we will be seeing the devastation to our quiet seclusion as we know it.

-Increased environmental impact to surrounding neighborhood, wetlands and natural area. Substantial impact on protected species. Increased noise in an area truly not designed for this expansion. Increased activity hours destroying the peace and quiet residence bought into. Jets of increased size taking off and landing just a few hundred feet from residential rooftops. As a resident of Caloosa, this is not why I purchased and live here. I say no to this expansion.

-Will there be a Fire Station?

-Assuming that the 2,500, the 700 and the 110,346 are annual numbers, this increase in traffic and number of 700 seems to be relatively small. 700 jet operations is about 2 per day or average. We are more concerned about making sure that the construction is managed in an environmentally responsible way.

-It would destroy our Country way of life out here in Caloosa, with the noise and the extra traffic and the pollution.

-Noise and safety of our homes A private jet flew very low yesterday afternoon on approach to land.

-Noise from the additional flights leaving and approaching the air space over and near Caloosa.

-No, we do not support. It's simple, increased noise and air pollution. We will where we live for peace and tranquility. Not for airplanes buzzing our houses all day and night.

-More planes means more noise and air pollution. Caloosa needs to fight this for our safety and quality of life.

-We built our house here in Caloosa because of the quiet Country lifestyle without the pollution and noise of traffic and planes. This would be harmful to the wildlife and our animals in our Country location.

-I forgot to add that it is important to protect our wetlands. Any construction adds to habitat loss for numerous animals and impacts our ecosystem

-More traffic on the beeline, destruction of wetlands, more air traffic overhead. traffic is already a mess - its a residential area

-Already to busy in our rural area.

-too much noise

-no commercial traffic --- want general aviation only

-More planes, bigger plans, more noise, more traffic, disruptive environment.

-Thank you for asking for input from the community. Hopefully there is a legitimate opportunity to impact the course this project was started on back in 2016.

-Noise pollution (at all hours), habitat and wetland destruction, rare but possibility of crashes

-Noise pollution, encroachment into the wetlands, loss of habitat & changes to endangered species and animals

-No much traffic

-just noise

-Noise, additional air traffic, and heavier planes, night operations, additional automobile traffic on the Beeline. Our neighborhood is already being surrounded by new commercial warehouses and development. Traffic has increased dramatically. We did not move out here to be with cars and air traffic noises. We moved here for peace with nature. That is being ruined. Additionally, too much land is being destroyed. Our wildlife is suffering immensely!!!! Wild animals are increasingly being seen throughout the neighborhood because they are searching for new areas to live. We cannot afford to have more destruction. The wetlands and forests are pivotal for our survival. An increase of plane traffic would bring more scary noises to the animals as well. NOT GOOD for anyone except those with the planes. Very self-serving.

-Increased traffic, increased noise and loss of wetlands

-aircraft noise and automobile traffic

-i thought we already had an airport - traffic will be a nightmare

-Jets going over our community at night (noise pollution).

-We moved into an area next to an airport. In my opinion we don't have a way to complain about it now.

-Our community is right across the street from the airport! There are times I can't even take a phone call or conduct a video conference. I work outside at my ranch in Caloosa all day and the volume of planes and small jets is already annoying. The idea of more of that in addition to the increased volume of trucks is incentive to leave the area.

-Noise pollution disrupting animals and loss of property value

-Safety, noise, pollution to wells, etc.

-Noise pollution. Destruction of wildlife habitats.

-I am concerned that the expansion will destroy or otherwise negatively impact local wildlife habitat.

-Noise, property value

-Noise overhead from low flying aircraft. Also increased traffic on Beeline Hwy.

- Pollution of our environment and air space with the increased air traffic projected. The large aircraft should use PBI!!
- Runway 14 should remain short and Runway 9R should be expanded. The expansion of 14 would bring aircraft on a 3 Degree Glide slope to be close to 400 feet over the beeline and 500-700 over our community causing safety concerns for residents and the horses in the community. There are no houses/residents directly in line with the runway centerline for runway 9R. This airport does need to expand, but needs to do it logically and for the safety of the community not just noise abatement for PGA National and Mirasol. I will be in town this week if you would like to discuss. Number is 561-xxx-xxxx
- According to longtime residents, Caloosa was guaranteed that the airport would not be expanded. The expansion will negatively impact the peace and enjoyment of the properties in Caloosa and the original guarantee to not expand should be upheld.
- impact on wildlife, pollution, noise for the community and our quality of life
- there are already plans for PBI expansion so it makes no sense to damage the environment expanding north county airport. The new jobs that they argue will be created at PBI
- I would hope an area (not dedicated to the North County Airport) fire station would be part of the expansion. Fire station could reside on the access road to the airport.
- I don't support it because of the quality of life affected to Caloosa residents. With increased air traffic comes more jets sounds at various hours of day and night. It also affects our resell value as a whole community in a negative way. The airport said this expansion would never happen. Please fight them on this and make them stick to their word.
- It will happen no matter what Caloosa wants.
- Would like to see flightpath restrictions for landings and takeoffs in the airspace above and around Caloosa
- Noise and destruction of wetlands, habitat.
- I'm worried that the Caloosa residents will not want this expansion. I'm a 24 year commercial pilot. And I want the expansion because the expansion will make the airport operations much safer!!
- More noise, more people, more traffic
- Concerns with noise, added traffic, air pollution
- We' were promised years ago that there would not be an expansion. More noise, more traffic, more natural habitat destruction, heavier aircraft operating more hours of the day, effect on property values, effect on quality of life.
- Noise and pollution. Environmental impact!

-More noise, more traffic, more flyovers, more displaced animals, more chances of accidents, animal deaths and habitat damage. Wanted quiet, nature and peace.

-Increasing noise and pollution from jet aircraft will negatively impact the quality of life in Caloosa.

-Noise from low flying aircraft. Lower property values.

-Noise and traffic pattern. Safety - main runway should be 09-27 like all of SE FL. Airports Miami Dade Collier, MIA, OPA, FLL, FXE, PBI and F-45 all have main IFR runways of East - West. This is due to prevailing winds. F-45 airport has an East West runway and if one was to be extended it should be the East West runway. Safety should be major issue with winds. Traffic pattern will conflict with restricted airspace or else will be routed right over Caloosa. You should hire the best aviation expert firm to plead our case. This will change Caloosa forever and not the better

-Noise, height restrictions?, hours of operation?,

-More noise

-Noise

-Noise, increased traffic, negative impact to preserve and animals, and pollution. Overall negative impact on quiet enjoyment of our property. We already have lots of air traffic over Caloosa, we don't need any more. They should accommodate larger air traffic at the existing PBI.

-Significant air traffic promotes greater risk to the Caloosa community below the flight pattern and devalues the implicit lifestyle that its property owners purposely purchased of such rural equestrian property. Such expansion brings in even more larger aircraft and noise/disruption from overhead. There is a greater impact to all areas around this small airport from a larger/longer runway traversing over a peaceful neighborhood and one that can't be permitted to occur.

-Too much noise

-Noise.... I thought one of the conditions for the original project approval was size of runway based on noise abatement

-My concerns are primarily noise over our home, increase in traffic on the Beeline Highway, and destruction of wetland areas. Air traffic noise over our home has increased significantly over the past few years even with the existing level air traffic. Helicopters and small airplanes fly loudly, rudely, and too low directly over our home. I do not support the expansion, and I would like rules put in place that ban the existing air traffic of all types from flying over the Caloosa residential community.

-Traffic / Noise / Property Value Decrease - Moved to Caloosa to be away from the noise and traffic.

-Noise, traffic, environmental concerns

-Major concern is where will fuel dumping take place? We don't want our water to be contaminated. We are surrounded by wetlands—so is the airport. Not an airport for larger planes. Big concern!!

-I hope they have a customs office

-more noise

-Environmental and safety

-I have concerns about increased noise pollution, wetland destruction, and Beeline highway vehicle traffic.

-Noise, environmental impact on wetlands

-Jet fuel storage and dumping. Aviation accidents and brush fire risk.

-Noise pollution, air pollution, negative impact on property values, additional Beeline traffic, safety (air and ground), negative environmental impact.

-More air noise and traffic

-Air traffic from airport does not really affect us now - not sure that 2500 more operations out of 110,000+ will have much of an impact.

-Increased air traffic noise

-I think this a great thing for our area. I am fully supportive of the expansion!!

-Vehicle traffic, air traffic, noise pollution, wetland destruction and the impact to property values. We moved out here to get away from over commercialization, not to be in the middle of it.

-Traffic and noise. We have also seen increased sightings of rattlesnakes, coyotes, bobcats, etc. following the increased clearing and development in the area.

-noise pollution; loss of habitat for animals

-Noise!!!

-Noise abatement procedures required for eastbound or northwestbound departures Will a fire department be built on the airfield? Can that fire department be used to respond to emergencies off the airport? Will the control tower be active 24 hrs per day? How many hours per day will airport be uncontrolled (tower closed)? Uncontrolled is less safe. Is the expansion to runway 14/32? Traffic pattern for 14/32 runs parallel to the Beeline (closer to Caloosa). Expanding 14/32 means bigger airplanes closer to Caloosa. Currently, runway 14/32 is limited to aircraft less than 30k lbs gross weight. And runway 9R/27L to 12.5k lbs. Will expansion increase either of these GWT limits? Increased to what?

-escalation of noise in the area, increased traffic on Beeline Highway, local animals (in particular horses as this is an equestrian community) being agitated (as well as wildlife which will be displaced by the increased activity and noise)

Thank you to everyone who provided feedback via this survey.





HARVEY E. OYER, III  
PARTNER  
Shutts & Bowen LLP  
1100 CityPlace Tower  
525 Okeechobee Boulevard  
West Palm Beach, Florida 33401  
DIRECT (561) 650-8517  
FAX (561) 822-5522  
EMAIL hoyer@shutts.com

May 7, 2024

**VIA U.S. MAIL & EMAIL** - [F45EAComments@esassoc.com](mailto:F45EAComments@esassoc.com)

Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406  
ATTN: Michael Giambrone, Director of Airports Planning

**Re: Support of Runway Expansion at North Palm Beach County Airport**

Dear Mr. Giambrone:

I am writing to you in support of the proposed expansion of Runway 14-32 at the North Palm Beach County General Aviation (GA) Airport (F45). In order for F45 to meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport to Palm beach International Airport (PBI), Palm Beach County (County) proposes to improve the accessibility of F45 to larger business class aircraft by extending Runway 14-32 and implementing other connected airport improvements, including the construction of an air traffic control tower. F45 is a critical aviation facility that plays an important role in the overall system of airports in Palm Beach County. Similar to PBI, the airport is a major economic engine for the region accounting for 467 jobs and more than \$77M in total economic impact to the area. The planned improvements currently under environmental review will most certainly increase the economic viability of the airport and will continue to support the increasing demands for general aviation facilities in the region.

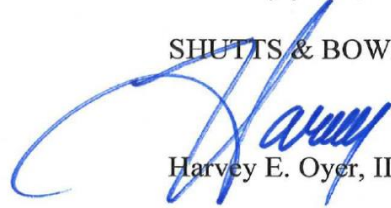
Palm Beach County ranks in the top 5 counties in Florida in terms of population and Northern Palm Beach County is one of the fastest growing areas of the county. Northern Palm Beach County is not only well established as a leading destination for recreational activities, but is also a premier corridor for business innovation and growth. In the past 5 years, the Business Development Board (BDB) of Palm Beach County has worked with 36 companies that either relocated or expanded in Northern Palm Beach County. Those 36 companies were responsible for creating or retaining 3,523 jobs, absorbing over 2,036,000 sf of space, and had a capital investment of over \$235,700,000. This trend is expected to continue well into the future. F45 has been identified as a critical asset that plays a vital role in driving the economic and business

development in the region. Due to the operational limitations of the existing runway system, a portion of the business aircraft fleet that would like to operate at F45 are either operationally constrained or forced to utilize Witham Field in Martin County to the north or Palm Beach International Airport to the south.

Overall, this project is important to Palm Beach County and the South Florida region as a whole. The demand for general aviation facilities continues to exceed the available supply throughout the State of Florida. Our ability to plan for and construct these necessary improvements at the State's airports will continue to bolster our position as one of the fastest growing, business driven states in the country. Based on this information, I pledge my full support for this project.

Sincerely yours,

SHUTTS & BOWEN LLP



Harvey E. Oyer, III, Esq.

HEO/jas

**P-39**

## Runway Expansion at North Palm Beach County Airport

Cheri Pavlik <Cheri.Pavlik@weitz.com>

Thu 5/9/2024 11:56 AM

To:F45EAComments <f45eacomments@esassoc.com>

Palm Beach County Department of Airports;

I am writing in support of the proposed extension of runway 14-32 at the North Palm Beach County General Aviation Airport (F45). F45 is a critical aviation facility that plays an important role in the overall system of airports in Palm Beach County. The airport is a major economic engine for the region, accounting for 467 jobs and more than \$77 million in total economic impact to the area. The planned improvements currently under environmental review will most certainly increase the economic viability of the airport will continue to support the increasing demands for general aviation facilities in the region.

Overall, the project is important to Palm Beach County and the South Florida of region as a whole. The demand for general aviation facilities continues to exceed the available supply through the State of Florida. Our ability to plan for and construct these necessary improvements at the states airports will continue to bolster our position as one of the fastest growing business driven states in the country. Based on this information, I pledged my full support for this project.

## CHERI PAVLIK

Director

The Weitz Company, LLC

1400 Centrepark Boulevard, Suite 700, West Palm Beach, FL 33401

O: 561.687.4838 C: 561.696.2645 E: [cheri.pavlik@weitz.com](mailto:cheri.pavlik@weitz.com)



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## AVIATION & AIRPORTS ADVISORY BOARD

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Tinaude "Tinu" Pena  
Ronald Ash  
E. Llwyd Ecclestone

DIRECTOR OF AIRPORTS

Laura Beebe



April 23, 2024

Mr. Peter Green, Environmental Program Manager  
Federal Aviation Administration  
Orlando Airports District Office  
8427 Southpark Circle, Suite 524  
Orlando, FL 32819

Re: North Palm Beach County General Aviation (GA) Airport (F45)  
Runway 14-32 Expansion Project

Dear Mr. Green,

As the Chair of the Palm Beach County (PBC) Aviation and Airports Advisory Board (AAAB), I am writing to you in support of the proposed expansion of Runway 14-32 at the North Palm Beach County General Aviation (GA) Airport (F45). The AAAB's primary function is to make recommendations to the PBC Board of County Commissioners (BCC) or the Director of the Department of Airports on any and all aviation and airport matters coming within the authority and purview of the BCC. As such, we pledge our support and applaud the Federal Aviation Administration (FAA) for their efforts in moving forward with this effort to assess the environmental impacts of this proposed expansion and for the issuance of the draft Environmental Assessment (EA).

The County has proposed to extend Runway 14-32 at F45, along with other connected airport improvements, in order to meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport to Palm Beach International Airport (PBI). F45 is a critical aviation facility that plays an important role in the overall system of airports in Palm Beach County. Similar to PBI, the airport is a major economic engine for the region accounting for 467 jobs and more than \$77M in total economic impact to the area. The planned improvements currently under environmental review will most certainly increase the economic viability of the airport and will continue to support the increasing demands for general aviation facilities in the region. F45 has been identified as a critical asset that plays a vital role in driving the economic and business development in the region. Due to the operational limitations of the existing runway system, a portion of the business aircraft fleet that would like to operate at F45 are either operationally constrained or forced to utilize Witham Field in Martin County to the north or Palm Beach International Airport to the south.

Overall, this project is important to Palm Beach County and the South Florida region as a whole. The demand for general aviation facilities continues to exceed the available supply throughout the State of Florida. The County's ability to plan for and construct these necessary improvements at F45 will continue to help meet the aviation needs of the County into the future.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Bruce Pelly', is written over a light blue circular stamp.

Bruce V. Pelly  
Chair, Aviation and Airports Advisory Board



P-41

U.S. POLO ASSN.  
SINCE 1890

USPA GLOBAL

1400 Centrepark Blvd., Suite 200  
West Palm Beach, FL 33401 USA  
@uspoloassn | uspoloassnglobal.com

Thursday, May 2<sup>nd</sup>, 2024

**Federal Aviation Administration**

**RE: Runway Expansion at North Palm Beach County Airport**

I am the President and CEO of USPA Global, a global brand with a \$2.4B footprint spanning 190 countries worldwide. With our global headquarters based in Palm Beach County, I am writing to you in support of the proposed expansion of Runway 14-32 at the North Palm Beach County General Aviation (GA) Airport (F45). For F45 to meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport to Palm Beach International Airport (PBI), Palm Beach County (County) proposes to improve the accessibility of F45 to larger business class aircraft by extending Runway 14- 32 and implementing other connected airport improvements, including the construction of an air traffic control tower. F45 is a critical aviation facility that plays an important role in the overall system of airports in Palm Beach County. Like PBI, the airport is a major economic engine for the region accounting for 467 jobs and more than \$77M in total economic impact to the area. The planned improvements currently under environmental review will most certainly increase the economic viability of the airport and will continue to support the increasing demands for general aviation facilities in the region.

Palm Beach County ranks in the top 5 counties in Florida in terms of population and Northern Palm Beach County is one of the fastest growing areas of the county. Northern Palm Beach County is not only well established as a leading destination for recreational activities but is also a premier corridor for business innovation and growth. In the past 5 years, the Business Development Board (BDB) of Palm Beach County has worked with 36 companies that either relocated or expanded in Northern Palm Beach County. Those 36 companies were responsible for creating or retaining 3,523 jobs, absorbing over 2,036,000 sf of space, and had a capital investment of over \$235,700,000. This trend is expected to continue well into the future. F45 has been identified as a critical asset that plays a vital role in driving the economic and business development in the region. Due to the operational limitations of the existing runway system, a portion of the business aircraft fleet that would like to operate at F45 are either operationally constrained or forced to utilize Witham Field in Martin County to the north or Palm Beach International Airport to the south.

Overall, this project is important to Palm Bach County and the South Florida region. The demand for general aviation facilities continues to exceed the available supply throughout the State of Florida. Our ability to plan for and construct these necessary improvements at the State's airports will continue to bolster our position as one of the fastest growing, business driven states in the country. Based on this information, I pledge my full support for this project.

Sincerely,

J. Michael Prince  
President & CEO  
USPA Global & U.S. Polo Assn.

Vice Chair  
BDB Palm Beach County

# P-42

**From:** Sunny Quinn <sunnyquinn@icloud.com>  
**Sent:** Wednesday, April 17, 2024 1:14 PM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Subject:** Airport Expansion

I'm a resident of Caloosa. Any expansion of the North County Airport will have such a negative impact on our quiet lifestyle. We just spent our entire retirement savings on a new home here only 2 years ago with the promise that the airport would not expand. It's bad enough that all these trucking facilities have expanded. Now we get this news about the airport.

Please, please don't ruin our homes, property values and quiet life as we know it! We have no means to relocate. This is devastating.

Sunny Quinn  
13330 Mallard Creek Drive  
Palm Beach Gardens, FL 33418  
561-596-8808



## St. John First Missionary Baptist Church

P.O. Box 1096

600 SW 8<sup>th</sup> Street

Belle Glade, FL 33430



*Rev. Dr. Robert L. Rease, Pastor*

Church: (561) 996-1474

FAX: (561) 996-5097

May 24, 2024

To: The Palm Beach County Department of Airports 846 Palm Beach International Airport West Palm Beach, FL 33406

From: St. John First Missionary Baptist Church

RE: Runway Expansion at North Palm Beach County Airport

I am writing to support the proposed Runway 14-32 expansion at the North Palm Beach County General Aviation (GA) Airport (F45). For F45 to meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport to Palm Beach International Airport (PBI), Palm Beach County (County) proposes to improve the accessibility of F45 to larger business class aircraft by extending Runway 14- 32 and implementing other connected airport improvements, including the construction of an air traffic control tower.

F45 is a critical aviation facility that plays a vital role in the overall system of airports in Palm Beach County. Like PBI, the airport is a significant economic engine for the region, accounting for 467 jobs and more than **\$77M** in total economic impact. The planned improvements currently under environmental review will most certainly increase the airport's economic viability and will continue to support the increasing demands for general aviation facilities in the region.

Palm Beach County ranks in the top five counties in Florida in terms of population, and Northern Palm Beach County is one of the county's fastest-growing areas. Northern Palm Beach County is well established as a leading destination for recreational activities and a premier corridor for business innovation and growth. In the past five years, the Business Development Board (BDB) of Palm Beach County has worked with thirty-six companies that either relocated or expanded in Northern Palm Beach County. Those thirty-six companies were responsible for creating or retaining 3,523 jobs, absorbing over 2,036,000 sf of space, and had a capital investment of over **\$235,700,000**. This trend is expected to continue well into the future. F45 has been identified as a critical asset that plays a vital role in driving the economic and business development in the region.

Due to the operational limitations of the existing runway system, a portion of the business aircraft fleet that would like to operate at F45 are either operationally constrained or forced to utilize Witham Field in Martin County to the north or Palm Beach International Airport to the south. This project is vital to Palm Beach County and the South Florida region.

The demand for general aviation facilities continues to exceed the available supply throughout Florida. Our ability to plan for and construct these necessary improvements at the State's airports will continue to bolster our position as one of the fastest-growing, business-driven states in the country. Based on this information, I pledge my full support for this project.

Respectfully,

*Robert L. Rease*

Rev. Dr. Robert L. Rease, Senior Pastor  
St. John First Missionary Baptist Church



**From:** i ate NJ <iatenj@gmail.com>  
**Sent:** Monday, May 20, 2024 7:23 PM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Subject:** Comments on North County Airport Extension

Dear Department of Airports,

It has come to my attention that, along with the impending lengthening of the airstrip, the North County Municipal Airport will experience an increase in the number of flight operations along with it.

As a resident of the Avondale at Avenir community, the nearest runway is less than a mile away from the borders of the northeastern edge of my neighborhood. In general, I am concerned that the increased noise created by such an increase in the volume of air traffic will negatively affect my property value and right to quiet enjoyment of my home. While I was aware of the presence of the county airport when I purchased my home, such an increase in air traffic was not contemplated. In addition, I have concerns over the increased automobile traffic that such additional flights will bring to my region – an area which is already being impacted by recent growth along Northlake and Seminole Pratt Whitney Rd. I can only imagine what traffic will look like after the upgrades at the airport are complete given the snarling traffic at the Northlake/Beeline intersection that currently exists during high traffic hours.

As a resident of Palm Beach Gardens and Palm Beach County, I understand that the growth and development of our beloved city and county is beneficial to us all. It also means that we will experience some growing pains in the process. However, it would be a shame if these improvements were made to the detriment of the residents that call this region home. While I have read that approvals for lengthening the airstrip go back nearly a decade, conditions have greatly changed since 2016. While the Caloosa and Acreage communities might not look much different, the western part of Palm Beach Gardens, particularly the former Vavrus Ranch, is now home to a planned addition of nearly 4,000 homes, a shopping district, hospital, school, urban farm, business and commercial spaces at Avenir.

With all these changes coming so quickly to our town and county, I hope the concerns which I have stated above are addressed and considered in a manner which allays those concerns and best serves individual families, like mine, who have chosen to call this place home.

Best,

Frank Remshifski

10863 Stellar Circle

Palm Beach Gardens, FL 33412

P-45



May 17, 2024

The Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406

RE: Runway Expansion at North Palm Beach County Airport

I am writing to you in support of the proposed expansion of Runway 14-32 at the North Palm Beach County General Aviation (GA) Airport (F45). In order for F45 to meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport to Palm Beach International Airport (PBI), Palm Beach County (County) proposes to improve the accessibility of F45 to larger business class aircraft by extending Runway 14- 32 and implementing other connected airport improvements, including the construction of an air traffic control tower. F45 is a critical aviation facility that plays an important role in the overall system of airports in Palm Beach County. Similar to PBI, the airport is a major economic engine for the region accounting for 467 jobs and more than \$77M in total economic impact to the area. The planned improvements currently under environmental review will most certainly increase the economic viability of the airport and will continue to support the increasing demands for general aviation facilities in the region.

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Sincerely,  
**DONIA A. ROBERTS, P.A.**

A handwritten signature in black ink that reads "Donia A. Roberts". The signature is written in a cursive, flowing style.

Donia A. Roberts, Esquire  
LORE Chairperson

**DONIA A. ROBERTS, P.A.**

ATTORNEY AT LAW

257 SE Dr. Martin Luther King, Jr., Boulevard  
Belle Glade, Florida 33430

Tel: (561) 993-0990

Facsimile: (561) 993-9020

*Email: [Attorney@doniarobertspa.com](mailto:Attorney@doniarobertspa.com)*

May 17, 2024

The Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406

RE: Runway Expansion at North Palm Beach County Airport

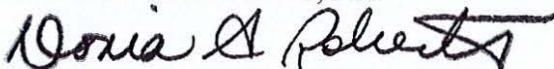
I am writing to you in support of the proposed expansion of Runway 14-32 at the North Palm Beach County General Aviation (GA) Airport (F45). In order for F45 to meet the demands of general aviation aircraft operators and fully serve its intended role as a reliever airport to Palm Beach International Airport (PBI), Palm Beach County (County) proposes to improve the accessibility of F45 to larger business class aircraft by extending Runway 14- 32 and implementing other connected airport improvements, including the construction of an air traffic control tower. F45 is a critical aviation facility that plays an important role in the overall system of airports in Palm Beach County. Similar to PBI, the airport is a major economic engine for the region accounting for 467 jobs and more than \$77M in total economic impact to the area. The planned improvements currently under environmental review will most certainly increase the economic viability of the airport and will continue to support the increasing demands for general aviation facilities in the region.

Palm Beach County ranks in the top 5 counties in Florida in terms of population and Northern Palm Beach County is one of the fastest growing areas of the county. Northern Palm Beach County is not only well established as a leading destination for recreational activities but is also a premier corridor for business innovation and growth. In the past 5 years, the Business Development Board (BDB) of Palm Beach County has worked with 36 companies that either relocated or expanded in Northern Palm Beach County. Those 36 companies were responsible for creating or retaining 3,523 jobs, absorbing over 2,036,000 sf of space, and had a capital investment of over \$235,700,000. This trend is expected to continue well into the future. F45 has been identified as a critical asset that plays a vital role in driving the economic and business development in the region. Due to the operational limitations of the existing runway system, a portion of the business aircraft fleet that would like to operate at F45 are either operationally constrained or forced to utilize Witham Field in Martin County to the north or Palm Beach International Airport to the south.

Overall, this project is important to Palm Bach County and the South Florida region as a whole. The demand for general aviation facilities continues to exceed the available supply throughout the State of Florida. Our ability to plan for and construct these necessary improvements at the State's airports will continue to bolster our position as one of the fastest growing, business driven states in the country. Based on this information, I pledge my full support for this project.

**Very Truly Yours**

DONIA. A. ROBERTS, P.A.



Donia A. Roberts, Esquire

DAR:lr

**P-47**

## **Runway Expansion at F45**

Richard A. Rose, Jr. <rarose@petroleumservicecompany.com>

Mon 5/13/2024 9:05 AM

To:F45EAComments <f45eacommments@esassoc.com>

RE: Runway Expansion at North Palm Beach County Airport

I am an owner of 3 properties in the Plam Beach Park Of Commerce and

I am writing in support of the proposed expansion of Runway 14-32 at the North Pam Beach County General Aviation Airport ( F45).

F45 is a critical asset playing a vital role in driving economic and business growth in the region.

The limitations of the existing runway system operationally constrain business and other types of aircraft from utilizing F45.

The demand for general aviation facilities continues to grow not just in our region but throughout the state of Florida.

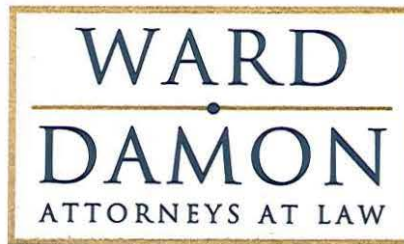
The ability to construct improvements now will support current and future growth in the state of Florida.

I support this project and thank you for your consideration.

Richard A. Rose, Jr.

Palm Mountain Group, LLC

P-48



4420 Beacon Circle  
West Palm Beach, Florida 33407  
Tel: (561) 842-3000/Fax: (561) 842-3626

Philip H. Ward, III  
[pward@warddamon.com](mailto:pward@warddamon.com)

RECEIVED  
2024 MAY 20 PM 3:44  
DEPT. OF AIRPORTS  
BLDG. 846. PBI/A

May 15, 2024

Via: *US mail*

The Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406

Re: Runway Expansion at North Palm Beach Airport

Dear Sir/Madam:

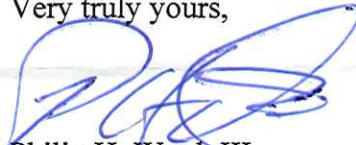
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Overall, this project is important to Palm Beach County and the South Florida region as a whole. The demand for general aviation facilities continues to exceed the available supply throughout the State of Florida. Our ability to plan for and construct these necessary improvements at the State's airports will continue to bolster our position as one of the fastest growing, business driven states in the country. Based on this information, I pledge my full support for this project.

If you have any questions, please feel free to contact me.

Very truly yours,



Philip H. Ward, III

PHW/rl

# P-49

**From:** Elaine Harris <evharris97@gmail.com>  
**Sent:** Wednesday, May 8, 2024 11:13 AM  
**To:** F45EAComments <f45eacomments@esassoc.com>  
**Cc:** Elaine Harris <evharris97@gmail.com>  
**Subject:** North County Airport Expansion

To Whom it May Concern;

I am very concerned about the expansion of the runway at the North County Airport. Even without this expansion, I hear low flying planes at late hours, and I can feel the rumblings in the atmosphere - above and surrounding our home. Since it appears that the Palm Beach County has already approved this expansion, I feel it is crucial to have a document in place for the good of our environment and surrounding communities. Please formulate an enforceable document that will define rules to limit, or curtail, low flying planes, and their noise levels. Please create enforceable rules to limit flying between certain decent and respectable time frames - such as from 8AM until 9PM - unless there is a life and death emergency.

I look forward to your response.

Respectfully Submitted,

Elaine V. Wiesenfeld  
Palm Beach Gardens, Florida

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1 PALM BEACH STATE COLLEGE PUBLIC HEARING

2

3 DATE: MAY 14, 2024

4 REPORTER: MARK SILVER

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APPEARANCES

ON BEHALF OF THE PALM BEACH PUBLIC HEARING

Maria Corbeira, Senior Communications Manager

Quest Marketing and Communications

17220 Camelot Court

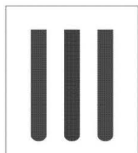
Land O' Lakes, Florida 34638

Telephone No.: (786) 535-5694

ALSO PRESENT:

Mike Arnold, Project Manager

Julie Sullivan, Project Director



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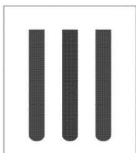
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INDEX

Page

PROCEEDINGS

5



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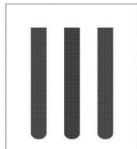
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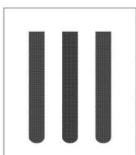
STIPULATION

The PUBLIC HEARING was taken at PALM BEACH STATE COLLEGE, 3160 PGA BOULEVARD, PALM BEACH GARDENS, FLORIDA 33410 on TUESDAY, THE 14TH DAY OF MAY, 2024 at approximately 6:40 p.m. (ET); said PUBLIC HEARING was taken pursuant to the AGREED UPON RULES OF THE PRESENT PARTIES.



## 1 PROCEEDINGS

2 MS. DIEL: It is May 14, 2024. It is 6:30 p.m.  
3 Welcome to the public hearing for the Palm Beach  
4 County Department of Airports, PBCDOA, for the  
5 extension of Runway 14-32 and related improvements  
6 at the North Palm Beach County General Aviation  
7 Airport. In accordance with the National  
8 Environmental Policy Act, NEPA, the purpose of this  
9 public hearing is to obtain comments from the public  
10 regarding the analysis presented in the draft EA,  
11 environmental assessment. Beginning April 9, 2024,  
12 the draft EA and its appendices was made available  
13 for public review on the County's website and at the  
14 following locations during regular business hours:  
15 Signature Flight Support at North Bay Palm Beach  
16 County Airport at 11600 Aviation Road, West Palm  
17 Beach, Florida, 33412, and the North Palm Beach  
18 Library, 303 Anchorage Drive, North Palm Beach,  
19 Florida, 33408. The public hearing is an official  
20 forum providing an opportunity for the public to  
21 express their opinions and concerns regarding the  
22 project. Public participation at this hearing is  
23 encouraged and solicited without regard to race,  
24 color, national origin, age, sex, religion,  
25 disability, or family status. Prior to this public

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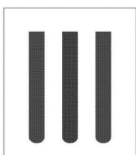
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1 hearing, the county hosted a workshop that allowed  
2 interested parties to review and ask questions about  
3 the proposed project. There will not be a  
4 presentation during this public hearing, which is  
5 intended to provide the opportunity for interested  
6 parties to provide oral comments, which will be  
7 recorded by a court reporter. Comments and questions  
8 will not be addressed during the hearing. Comments  
9 will be recorded and addressed through the NEPA  
10 process. Rules of engagement. Each person who has  
11 filled out a speaker card, and interested in  
12 providing oral comment will need to first complete a  
13 speaker card. If somebody else would like to do one,  
14 we're going to have them available for you. Fill  
15 out a card. A number will be provided. In  
16 accordance with County requirements, each speaker  
17 will have three minutes to speak into the  
18 microphone. We're going to ask you to step up to  
19 the podium. An audible alarm will go off at the end  
20 of three minutes. At that point, you need to stop  
21 speaking and return to your seat and make way for  
22 the next speaker. The speaker card must be completed  
23 so we can have an order of speakers. When your  
24 number is called and your name, please stand up,  
25 come to the podium, state your name, address, and

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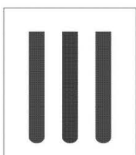
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1 your affiliation, whether you're a stakeholder,  
2 community member, what organization you belong to,  
3 et cetera, for the record. Once your time is called,  
4 you will no longer be allowed to comment. Comments  
5 should be as specific as possible and address the  
6 adequacy of the information presented and the  
7 analysis of potential environmental impacts. All  
8 comments received during the comment period will be  
9 addressed in the final EA. It should be noted that  
10 whether comments are submitted in writing or  
11 verbally here in the formal public hearing, they  
12 will be considered equally. Once all comments are  
13 received, the hearing will be formally closed. The  
14 County and FAA are soliciting public comments on  
15 both the draft EA and draft Section 4F, de minimis  
16 determination, draft EA Appendix G. The public  
17 comment period began on April 9, 2024 and will close  
18 on May 21, 2024. Comments received by PBCDOA must  
19 be postmarked by 5:00 p.m. on May 21, 2024. Written  
20 comments may be submitted to PBCDOA at the following  
21 address? Palm Beach County Department of Airports,  
22 846 Palm Beach International Airport, West Palm  
23 Beach, Florida, 33406. Comments may also be  
24 submitted electronically to F45 EA Commons at  
25 ESASSOC.com. All comments must be received by 5:00



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1 p.m. Eastern on May 21, 2024. All comments  
2 received will be responded to in the final EA  
3 document. We will now start the comment portion of  
4 this hearing. If at any time you would like to fill  
5 out a speaker card, please make your way over to  
6 Shemir, and she will hand you a card to fill out.  
7 I'm going to call the first speaker and then have  
8 the second speaker line up next to another podium.  
9 First speaker, welcome to the podium, Mr. Hal Jones.

10 MR. JONES: I'm good. I got mine answered.

11 MS. DIEL: Okay. Mr. Hal Jones a declining to  
12 speak. Thank you, sir.

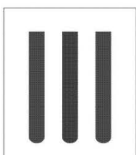
13 Next is Mr. Justin Hein up to the podium, and  
14 next after, Anthony Argusa, Jr.

15 MR. JONES: Anthony's declining.

16 MR. HEIN: Hello, my name's Justin Hein. My  
17 address is 11610 Aviation Boulevard, Suite A1, with  
18 Aamro Aviation, the flight school there. I, first  
19 off, love this project and the runway extension.  
20 It's going to be a great asset for this community.

21 My two questions that I wrote down here, first  
22 one would be more of does F45 have the  
23 infrastructure for the jet fuel farm, since there'll  
24 be more jets, for this increased traffic? And if  
25 not, will it be completed during the runway

P-50



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1 expansion? Question number two, will there be more  
2 hangars and other facility improvements in addition  
3 to the fuel farm? That was also included in the  
4 recent master plan to extend out this runway. And  
5 that was it.

6 MS. DIEL: Thank you, Justin. Appreciate it.

7 Mr. Anthony Argusa has declined to comment.

8 Next up is Mr. Frank Remshifski.

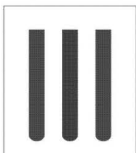
9 MR. REMSHIFSKI: I -- got the answer to this  
10 question, too.

11 MS. DIEL: Thank you. Mr. Remshifski declines  
12 to comment. Answers already handled.

13 Mr. Randall Parrott, and after Mr. Parrott is  
14 Mr. Sebastian Lemos. He'll be up next.

15 MR. PARROTT: My name is Randall Parrott. I  
16 live in 12107 Waterstone Circle. I'm going to be  
17 living just south of this -- of the airport and the  
18 extension, which I'm looking forward to seeing. I'm  
19 also a corporate pilot and I'm based out of Palm  
20 Beach. The aircraft I operate is a rather large  
21 aircraft. And we're looking to move out of Palm  
22 Beach for the extended delays that we get,  
23 especially during the winter months, can take hours  
24 to get out of there. So you imagine the extra fuel  
25 we burn on delays that not only we take, but the

P-51



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1 passengers, the airline is going to take. So this  
2 project is well way overdue. I think its impact on  
3 the environment will be positive, both for Palm  
4 Beach main airport and for the Gardens.

5 And I know some people concerned that we have  
6 larger aircraft coming in. These larger aircraft  
7 are actually -- they have very quiet engines on  
8 them. They have Stage 4, most of these big  
9 aircraft, so their takeoff power is quite quiet  
10 versus a regional airline. And then their landing,  
11 they come in a very low and slow air speed. So  
12 you'll hardly ever hear them. So if anyone's  
13 concerned about that, please, you know, rest assured  
14 (phonetic) the larger aircrafts that are out there  
15 today are quiet -- and are pretty friendly in a lot  
16 of airports around the country that have tight  
17 communities.

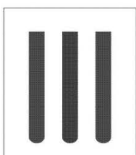
18 MS. DIEL: Thank you, Mr. Parrott.

19 Mr. Sebastian Lemos, you're up next.

20 MR. LEMOS: Is this in the Q and A or  
21 something?

22 All right. Sebastian Lemos. I live on Peace  
23 River Way. So I'm pretty much here with one focus,  
24 and that's more of the fire and rescue facilities  
25 that -- for the airport. I understand that this is,

P-52



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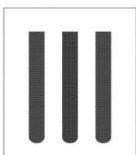
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1 like, a general air aviation airport. It's not  
2 subject to the FARs or require onsite fire rescue.  
3 So you guys have to leverage the Palm Beach County  
4 fire station on Jog Road. And so living out in  
5 Caloosa is something I know is that I'm 15 miles  
6 from anything, maybe 20-something miles. Pratt  
7 Whitney was closed for several months. PGA  
8 Boulevard was closed. Bee Line gets a lot of, you  
9 know, pretty terrible accidents up there.

10 And, you know, fire rescue is something that's  
11 very important to us. I read all the PowerPoints of  
12 the airport expansion. I'm neutral on it. I can  
13 see the benefit. I spoke to a lot of the people, in  
14 representing the Panther International Development  
15 that happened here. I think there's a road cutting  
16 up in there. They believe some of it, you know,  
17 increased airport traffic could benefit these, you  
18 know, super wealthy people there, which is fine.

19 And I don't have too much of an issue, but, you  
20 know, with the expansion and, you know, with all the  
21 economic impact that you guys have shown represented  
22 on the PowerPoints, I think a lot of thought should  
23 go into the fire rescue station. So I have been  
24 looking at the Palm Beach County Fire Rescue Capital  
25 Improvement Plan.



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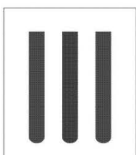
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1 Now this was like 2020. I mean, it shows up  
2 into this hard to find files. Right. But  
3 essentially, a future station has always been at  
4 North County Airport as, you know, a possible  
5 expansion. And I understand that those decisions by  
6 Palm Beach County Fire Rescue is dependent on call  
7 activity and the multitude of factors that simply  
8 paving a runway may not, you know, support building  
9 an entire station, you know, manning power.

10 But for us in that neighborhood, what we see  
11 happening is that it's impossible to get fire rescue  
12 up there. My neighbor's house across the street  
13 burned down. Lucky we -- it didn't burn the whole  
14 five acres. It's pretty wooded. So the response was  
15 tremendous from every fire rescue, three or four  
16 stations. But what I'm saying is that Palm Beach  
17 Department of Commerce has expanded -- is expanding,  
18 and access roads coming to Key Lime.

19 And so my sole focus here on supporting this is  
20 hope that there's a true plan or support from PBIA,  
21 Palm Beach County, and I could speak on behalf of  
22 all the residents of Caloosa that that's probably  
23 our number one desire, right? Plans go through all  
24 the time, right? All said, it just is, like, noisy  
25 as hell. I get it. There's pros and cons of living



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1 where we live.

2 So I guess my comment is essentially fire  
3 rescue. I support the project so long as there's  
4 meaningful planning for fire rescue.

5 MS. DIEL: Thank you, Mr. Lemos. Appreciate  
6 your time.

7 MR. LEMOS: Appreciate it.

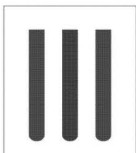
8 MS. DIEL: Ladies and gentlemen, we're going to  
9 leave this open for a few minutes. If you decide  
10 you would like to make oral comments, please come  
11 over and see Shemir over here to fill out a speaker  
12 card. Also, if you do not want to make an oral  
13 comment, there are comment cards in the back where  
14 you can fill it out. It will become part of public  
15 record as well. Oh, I'm sorry. Over on that side,  
16 you can fill out a comment card and we can take that  
17 in and address that comment at a later time.

18 Next, we'd like to call up Ms. Maria Marino.  
19 Thank you.

20 MS. MARINO: Thank you all. Thank you all for  
21 being here tonight. I am County Vice Mayor Maria  
22 Marino. I'm your District 1 County Commissioner  
23 that you all are sitting in right now. And I was a  
24 City Council member in 2016.

25 What I'd like to say to all of you is that

P-53



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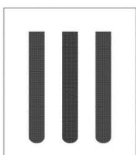
1 there were a lot of misconceptions about the  
2 airport. The City of Palm Beach Gardens has approved  
3 this length of runway. It's not for commercial  
4 traffic. It is for smaller -- there are people --  
5 you won't see a Delta 747 landing here. The runway  
6 can't handle that, but we go through a lot of  
7 charettes. Is that the word anymore? Are we using  
8 the word, "Charettes," (phonetic) these days, Laura?

9 MS. BEEBE: No.

10 MS. MARINO: Okay. We go through a lot. We do  
11 want input from everyone. This is not about  
12 business driving this. This is more of a balance of  
13 -- we always knew that we were growing. We always  
14 knew that this airport could help the north end of  
15 the county. We're doing it in a smart, effective  
16 manner. And you know how many times we've reached  
17 out to the community and my phone, and my e-mail are  
18 always available to all of you. You're more than  
19 welcome to call my office if you have further  
20 questions or contact Ms. Laura Beebe.

21 But we're here to be partners with all of you,  
22 and we are also here to make sure that we make the  
23 right decisions. This has nothing to do with Palm  
24 Beach International Airport. These are two separate  
25 projects because we are doing improvements now at

P-54



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1 Palm Beach International. We are the fourth best  
2 airport in the world by -- for -- by Conde Nast for  
3 the size of the airport that we are. So we try to  
4 do -- we try to be very thoughtful in our expansion.

5 So I hope that helps. But as I said, my office  
6 is always open. My cell -- my office number is  
7 (561) 355-2201. You are more than welcome to call  
8 if you have questions. E-mails, MMarino@pbcgov.org.  
9 Thanks.

10 MS. DIEL: Thank you, Ms. Marino.

11 MS. BEEBE: Any other public comments?

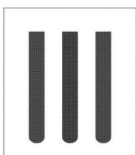
12 MS. DIEL: Yes. I have some more. Jaylaan  
13 Llewellyn, did I say that correct?

14 MS. LLEWELLYN: You got it.

15 MS. DIEL: Okay.

16 MS. LLEWELLYN: Hi, my name's Jaylaan  
17 Llewellyn, and I recently moved into Caloosa about a  
18 year-and-a-half ago. I want to agree with Mr. Lemos  
19 that fire rescue is my -- a number one concern, but  
20 also I'm interested to know about fuel dumping,  
21 flight path, and noise mediation (phonetic). I  
22 have two dogs and two horses. I have residents in  
23 our community who have a menagerie of animals. And  
24 having day in and day out noise is really disturbing  
25 to all of our community. Our animals and vet bills

P-55



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1 are out of control. So I would like to know more  
2 about how they're going to take into account the  
3 impact on our animals, as well as any fuel dumping  
4 and noise complaints in general. Thanks.

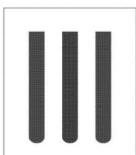
5 MS. DIEL: Thank you, Ms. Llewellyn. I  
6 appreciate that.

7 Mr. Matthew Kamula?

8 MR. KAMULA: Good evening, everybody. Matthew  
9 Kamula from 9678 Osprey Isles Boulevard, the  
10 community of Osprey Isles. I am here representing  
11 the North County Neighborhood Coalition as  
12 President. The NCNC is an organization that  
13 represents a multitude of your community  
14 associations that surround that F45 North County  
15 Airport. Currently, we do not have an official  
16 position on the airport expansion, but we are  
17 monitoring, and we will be meeting with further  
18 officials as time goes on. This is a learning  
19 experience for us right now, gathering information,  
20 and then we will go ahead and submit back to our  
21 membership the information that we learn. And if we  
22 do take a position, that will come out, but right  
23 now, this is just an information learning, gathering  
24 experience. Thank you.

25 MS. DIEL: Thank you. Mr. Kamula.

P-56



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1           Comment period is still open. If anybody would  
2 like to grab a speaker card and make comments for  
3 the record, please do so at this time.

4           MS. BEEBE: So I want to thank you all for  
5 attending tonight. We will be responding to each  
6 and every comment. All of the information is  
7 available on our website at PBIA.org. If you go to  
8 the -- some tiles at the bottom of the screen with  
9 any more information about the project.

10           You still have time to submit additional public  
11 comments. You can either do it via e-mail, you can  
12 do it by mail, or you could make public comments  
13 today. We will respond to every single comment.

14           We've had a lot of conversations and a lot of  
15 outreach regarding this project. We believe it's a  
16 good project. It's supported by the community.  
17 It's supported by the business community. We  
18 believe that it will have no significant impact on  
19 the surrounding communities, but we want to have  
20 your comments so that we can and respond to any  
21 concerns that you might have.

22           You can also feel free to contact me directly.  
23 I have business cards with me. I'm going to be here  
24 after the meeting if you would all like -- anybody  
25 has any questions, they'd like to talk a little bit



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1 more about the project. I'm happy to do so. I'll  
2 be here until the last person leaves.

3 So thank you all. We really do appreciate your  
4 time. And again, if you have any questions, feel  
5 free to e-mail us, free -- feel free to send new  
6 comments, and like I said, we'll be responding to  
7 every single question. Thank you all for your time.

8 MS. DIEL: Thank you, ladies and gentlemen.  
9 This concludes our public hearing. The time is now  
10 6:47 p.m. Have a great evening.

11 (PUBLIC HEARING CONCLUDED AT 6:47 P.M. ET)

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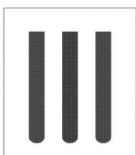
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STATE OF FLORIDA)  
COUNTY OF ORANGE)

I, MARK SILVER, Court Reporter and Notary Public  
for the State of Florida at Large, do hereby certify  
that I was authorized to and did report the foregoing  
proceeding, and that said transcript is a true record of  
the said proceeding.

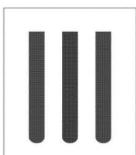
I FURTHER CERTIFY that I am not of counsel for,  
related to, or employed by any of the parties or  
attorneys involved herein, nor am I financially  
interested in said action.

Submitted on: May 29, 2024.



MARK SILVER

Court Reporter, Notary Public



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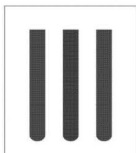
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<p><u>1</u></p> <p><b>1</b> 13:22</p> <p><b>11600</b> 5:16</p> <p><b>11610</b> 8:17</p> <p><b>12107</b> 9:16</p> <p><b>14</b> 1:3 5:2</p> <p><b>14-32</b> 5:5</p> <p><b>14TH</b> 4:5</p> <p><b>15</b> 11:5</p> <p><b>17220</b> 2:6</p> <hr/> <p><u>2</u></p> <p><b>2016</b> 13:24</p> <p><b>2020</b> 12:1</p> <p><b>2024</b> 1:3 4:5 5:2,11 7:17,18,19 8:1 19:17</p> <p><b>20-something</b> 11:6</p> <p><b>21</b> 7:18,19 8:1</p> <p><b>29</b> 19:17</p> <hr/> <p><u>3</u></p> <p><b>303</b> 5:18</p> <p><b>3160</b> 4:4</p> <p><b>33406</b> 7:23</p> <p><b>33408</b> 5:19</p> <p><b>33410</b> 4:5</p> <p><b>33412</b> 5:17</p> <p><b>34638</b> 2:7</p> <p><b>355-2201</b> 15:7</p> <hr/> <p><u>4</u></p>	<p><b>4</b> 10:8</p> <p><b>4F</b> 7:15</p> <hr/> <p><u>5</u></p> <p><b>5</b> 3:3</p> <p><b>5:00</b> 7:19,25</p> <p><b>535-5694</b> 2:8</p> <p><b>561</b> 15:7</p> <hr/> <p><u>6</u></p> <p><b>6:30</b> 5:2</p> <p><b>6:40</b> 4:6</p> <p><b>6:47</b> 18:10,11</p> <hr/> <p><u>7</u></p> <p><b>747</b> 14:5</p> <p><b>786</b> 2:8</p> <hr/> <p><u>8</u></p> <p><b>846</b> 7:22</p> <hr/> <p><u>9</u></p> <p><b>9</b> 5:11 7:17</p> <p><b>9678</b> 16:9</p> <hr/> <p><u>A</u></p> <p><b>A1</b> 8:17</p> <p><b>Aamro</b> 8:18</p> <p><b>access</b> 12:18</p> <p><b>accidents</b> 11:9</p> <p><b>accordance</b> 5:7 6:16</p> <p><b>account</b> 16:2</p> <p><b>acres</b> 12:14</p> <p><b>across</b> 12:12</p>	<p><b>Act</b> 5:8</p> <p><b>action</b> 19:15</p> <p><b>activity</b> 12:7</p> <p><b>actually</b> 10:7</p> <p><b>addition</b> 9:2</p> <p><b>additional</b> 17:10</p> <p><b>address</b> 6:25 7:5,21 8:17 13:17</p> <p><b>addressed</b> 6:8,9 7:9</p> <p><b>adequacy</b> 7:6</p> <p><b>affiliation</b> 7:1</p> <p><b>age</b> 5:24</p> <p><b>ago</b> 15:18</p> <p><b>AGREED</b> 4:7</p> <p><b>ahead</b> 16:20</p> <p><b>air</b> 10:11 11:1</p> <p><b>aircraft</b> 9:20,21 10:6,9</p> <p><b>aircrafts</b> 10:14</p> <p><b>airline</b> 10:1,10</p> <p><b>airport</b> 5:7,16 7:22 9:17 10:4,25 11:1,12,17 12:4 14:2,14,24 15:2,3 16:15,16</p> <p><b>airports</b> 5:4 7:21 10:16</p> <p><b>alarm</b> 6:19</p>	<p><b>allowed</b> 6:1 7:4</p> <p><b>already</b> 9:12</p> <p><b>am</b> 13:21 16:10 19:12,14</p> <p><b>analysis</b> 5:10 7:7</p> <p><b>Anchorage</b> 5:18</p> <p><b>animals</b> 15:23,25 16:3</p> <p><b>answer</b> 9:9</p> <p><b>answered</b> 8:10</p> <p><b>Answers</b> 9:12</p> <p><b>Anthony</b> 8:14 9:7</p> <p><b>Anthony's</b> 8:15</p> <p><b>anybody</b> 17:1,24</p> <p><b>anymore</b> 14:7</p> <p><b>anyone's</b> 10:12</p> <p><b>anything</b> 11:6</p> <p><b>APPEARANCES</b> 2:1</p> <p><b>appendices</b> 5:12</p> <p><b>Appendix</b> 7:16</p> <p><b>appreciate</b> 9:6 13:5,7 16:6 18:3</p> <p><b>approved</b> 14:2</p> <p><b>approximately</b> 4:6</p> <p><b>April</b> 5:11 7:17</p> <p><b>Argusa</b> 8:14 9:7</p> <p><b>Arnold</b> 2:11</p> <p><b>assessment</b> 5:11</p>
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<b>asset</b> 8:20	<b>belong</b> 7:2	<b>close</b> 7:17	<b>complete</b> 6:12
<b>associations</b> 16:14	<b>benefit</b> 11:13,17	<b>closed</b> 7:13 11:7,8	<b>completed</b> 6:22 8:25
<b>assured</b> 10:13	<b>best</b> 15:1	<b>Coalition</b> 16:11	<b>concern</b> 15:19
<b>attending</b> 17:5	<b>bills</b> 15:25	<b>COLLEGE</b> 1:1 4:4	<b>concerned</b> 10:5,13
<b>attorneys</b> 19:14	<b>bit</b> 17:25	<b>color</b> 5:24	<b>concerns</b> 5:21 17:21
<b>audible</b> 6:19	<b>bottom</b> 17:8	<b>coming</b> 10:6 12:18	<b>CONCLUDED</b> 18:11
<b>authorized</b> 19:8	<b>Boulevard</b> 4:4 8:17 11:8 16:9	<b>comment</b> 6:12 7:4,8,17 8:3 9:7,12 13:2,13,16,17 17:1,6,13	<b>concludes</b> 18:9
<b>available</b> 5:12 6:14 14:18 17:7	<b>building</b> 12:8	<b>comments</b> 5:9 6:6,7,8 7:4,8,10,12,14 ,18,20,23,25 8:1 13:10 15:11 17:2,11,12,20 18:6	<b>Conde</b> 15:2
<b>aviation</b> 5:6,16 8:17,18 11:1	<b>burn</b> 9:25 12:13	<b>Commerce</b> 12:17	<b>cons</b> 12:25
<hr/> <b>B</b> <hr/>	<b>burned</b> 12:13	<b>commercial</b> 14:3	<b>considered</b> 7:12
<b>balance</b> 14:12	<b>business</b> 5:14 14:12 17:17,23	<b>Commissioner</b> 13:22	<b>contact</b> 14:20 17:22
<b>based</b> 9:19	<hr/> <b>C</b> <hr/>	<b>Commons</b> 7:24	<b>control</b> 16:1
<b>Bay</b> 5:15	<b>Caloosa</b> 11:5 12:22 15:17	<b>Communications</b> 2:4,5	<b>conversations</b> 17:14
<b>Beach</b> 1:1 2:3 4:3,4 5:3,6,15,17,18 7:21,22,23 9:20,22 10:4 11:3,24 12:6,16,21 14:2,24 15:1	<b>Camelot</b> 2:6	<b>communities</b> 10:17 17:19	<b>Corbeira</b> 2:4
<b>become</b> 13:14	<b>Capital</b> 11:24	<b>community</b> 7:2 8:20 14:17 15:23,25 16:10,13 17:16,17	<b>corporate</b> 9:19
<b>Bee</b> 11:8	<b>card</b> 6:11,13,15,22 8:5,6 13:12,16 17:2	<b>complaints</b> 16:4	<b>correct</b> 15:13
<b>Beebe</b> 14:9,20 15:11 17:4	<b>cards</b> 13:13 17:23		<b>Council</b> 13:24
<b>Beginning</b> 5:11	<b>cell</b> 15:6		<b>counsel</b> 19:12
<b>behalf</b> 2:3 12:21	<b>certify</b> 19:7,12		<b>country</b> 10:16
<b>believe</b> 11:16 17:15,18	<b>cetera</b> 7:3		<b>county</b> 5:4,6,16 6:1,16 7:14,21 11:3,24 12:4,6,21 13:21,22 14:15 16:11,14 19:4
	<b>charettes</b> 14:7,8		<b>County's</b> 5:13
	<b>Circle</b> 9:16		<b>court</b> 2:6 6:7 19:6,24
	<b>City</b> 13:24 14:2		



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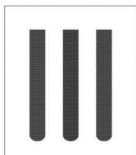
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<b>Currently</b> 16:15	<b>District</b> 13:22	<b>entire</b> 12:9	<b>FAA</b> 7:14
<b>cutting</b> 11:15	<b>disturbing</b> 15:24	<b>environment</b> 10:3	<b>facilities</b> 10:24
<hr/> <b>D</b> <hr/>	<b>document</b> 8:3	<b>environmental</b> 5:8,11 7:7	<b>facility</b> 9:2
<b>DATE</b> 1:3	<b>dogs</b> 15:22	<b>equally</b> 7:12	<b>factors</b> 12:7
<b>day</b> 4:5 15:24	<b>draft</b> 5:10,12 7:15,16	<b>ESASSOC.com</b> 7:25	<b>family</b> 5:25
<b>days</b> 14:8	<b>Drive</b> 5:18	<b>especially</b> 9:23	<b>farm</b> 8:23 9:3
<b>de</b> 7:15	<b>driving</b> 14:12	<b>essentially</b> 12:3 13:2	<b>FARs</b> 11:2
<b>decide</b> 13:9	<b>dumping</b> 15:20 16:3	<b>et</b> 4:6 7:3 18:11	<b>feel</b> 17:22 18:4,5
<b>decisions</b> 12:5 14:23	<b>during</b> 5:14 6:4,8 7:8 8:25 9:23	<b>evening</b> 16:8 18:10	<b>files</b> 12:2
<b>declined</b> 9:7	<hr/> <b>E</b> <hr/>	<b>everybody</b> 16:8	<b>fill</b> 6:14 8:4,6 13:11,14,16
<b>declines</b> 9:11	<b>EA</b> 5:10,12 7:9,15,16,24 8:2	<b>everyone</b> 14:11	<b>filled</b> 6:11
<b>declining</b> 8:11,15	<b>Eastern</b> 8:1	<b>expanded</b> 12:17	<b>final</b> 7:9 8:2
<b>delays</b> 9:22,25	<b>economic</b> 11:21	<b>expanding</b> 12:17	<b>financially</b> 19:14
<b>Delta</b> 14:5	<b>effective</b> 14:15	<b>expansion</b> 9:1 11:12,20 12:5 15:4 16:16	<b>fine</b> 11:18
<b>Department</b> 5:4 7:21 12:17	<b>either</b> 17:11	<b>experience</b> 16:19,24	<b>fire</b> 10:24 11:2,4,10,23,2 4 12:6,11,15 13:2,4 15:19
<b>dependent</b> 12:6	<b>electronically</b> 7:24	<b>express</b> 5:21	<b>first</b> 6:12 8:7,9,18,21
<b>desire</b> 12:23	<b>else</b> 6:13	<b>extend</b> 9:4	<b>five</b> 12:14
<b>determination</b> 7:16	<b>e-mail</b> 14:17 17:11 18:5	<b>extended</b> 9:22	<b>flight</b> 5:15 8:18 15:21
<b>Development</b> 11:14	<b>E-mails</b> 15:8	<b>extension</b> 5:5 8:19 9:18	<b>Florida</b> 2:7 4:4 5:17,19 7:23 19:3,7
<b>DIEL</b> 5:2 8:11 9:6,11 10:18 13:5,8 15:10,12,15 16:5,25 18:8	<b>employed</b> 19:13	<b>extra</b> 9:24	<b>focus</b> 10:23 12:19
<b>directly</b> 17:22	<b>encouraged</b> 5:23	<hr/> <b>F</b> <hr/>	<b>foregoing</b> 19:8
<b>Director</b> 2:12	<b>engagement</b> 6:10	<b>F45</b> 7:24 8:22 16:14	<b>formal</b> 7:11
<b>disability</b> 5:25	<b>engines</b> 10:7		



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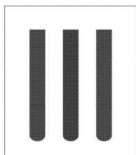
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<b>formally</b> 7:13	<b>hangars</b> 9:2	10:23 11:5,12	<b>issue</b> 11:19
<b>forum</b> 5:20	<b>happened</b> 11:15	12:16 13:15,22	<hr/>
<b>forward</b> 9:18	<b>happy</b> 18:1	15:20 17:23	J
<b>fourth</b> 15:1	<b>hard</b> 12:2	18:1	<hr/>
<b>Frank</b> 9:8	<b>hardly</b> 10:12	<b>imagine</b> 9:24	<b>Jaylaan</b>
<b>free</b> 17:22 18:5	<b>having</b> 15:24	<b>impact</b> 10:2	15:12,16
<b>friendly</b> 10:15	<b>hear</b> 10:12	11:21 16:3	<b>jet</b> 8:23
<b>fuel</b> 8:23	<b>hearing</b> 1:1 2:3	17:18	<b>jets</b> 8:24
9:3,24 15:20	4:3,6	<b>impacts</b> 7:7	<b>Jog</b> 11:4
16:3	5:3,9,19,22	<b>important</b> 11:11	<b>Jones</b>
<b>future</b> 12:3	6:1,4,8	<b>impossible</b>	8:9,10,11,15
<hr/>	7:11,13 8:4	12:11	<b>Jr</b> 8:14
G	18:9,11	<b>Improvement</b>	<b>Julie</b> 2:12
<hr/>	<b>Hein</b> 8:13,16	11:25	<b>Justin</b> 8:13,16
<b>Gardens</b> 4:4	<b>hell</b> 12:25	<b>improvements</b>	9:6
10:4 14:2	<b>He'll</b> 9:14	5:5 9:2 14:25	<hr/>
<b>gathering</b>	<b>Hello</b> 8:16	<b>included</b> 9:3	K
16:19,23	<b>help</b> 14:14	<b>increased</b> 8:24	<hr/>
<b>general</b> 5:6	<b>helps</b> 15:5	11:17	<b>Kamula</b>
11:1 16:4	<b>hereby</b> 19:7	<b>INDEX</b> 3:1	16:7,8,9,25
<b>gentlemen</b> 13:8	<b>herein</b> 19:14	<b>information</b> 7:6	<b>Key</b> 12:18
18:8	<b>Hi</b> 15:16	16:19,21,23	<b>knew</b> 14:13,14
<b>gets</b> 11:8	<b>hope</b> 12:20 15:5	17:6,9	<hr/>
<b>grab</b> 17:2	<b>horses</b> 15:22	<b>infrastructure</b>	L
<b>great</b> 8:20	<b>hosted</b> 6:1	8:23	<b>ladies</b> 13:8
18:10	<b>hours</b> 5:14 9:23	<b>input</b> 14:11	18:8
<b>growing</b> 14:13	<b>house</b> 12:12	<b>intended</b> 6:5	<b>Lakes</b> 2:7
<b>guess</b> 13:2	<hr/>	<b>interested</b>	<b>Land</b> 2:7
<b>guys</b> 11:3,21	I	6:2,5,11 15:20	<b>landing</b> 10:10
<hr/>	<hr/>	19:15	14:5
H	<b>I'd</b> 13:25	<b>International</b>	<b>large</b> 9:20 19:7
<hr/>	<b>I'll</b> 18:1	7:22 11:14	<b>larger</b> 10:6,14
<b>Hal</b> 8:9,11	<b>I'm</b> 8:7,10	14:24 15:1	<b>last</b> 18:2
<b>hand</b> 8:6	9:16,18,19	<b>involved</b> 19:14	<b>later</b> 13:17
<b>handle</b> 14:6		<b>Isles</b> 16:9,10	<b>Laura</b> 14:8,20
<b>handled</b> 9:12			<b>learn</b> 16:21



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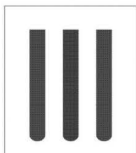
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<b>learning</b> 16:18,23 <b>leave</b> 13:9 <b>leaves</b> 18:2 <b>Lemos</b> 9:14 10:19,20,22 13:5,7 15:18 <b>length</b> 14:3 <b>leverage</b> 11:3 <b>Library</b> 5:18 <b>Lime</b> 12:18 <b>line</b> 8:8 11:8 <b>little</b> 17:25 <b>live</b> 9:16 10:22 13:1 <b>living</b> 9:17 11:4 12:25 <b>Llewellyn</b> 15:13,14,16,17 16:5 <b>locations</b> 5:14 <b>long</b> 13:3 <b>longer</b> 7:4 <b>lot</b> 10:15 11:8,13,22 14:1,6,10 17:14 <b>love</b> 8:19 <b>low</b> 10:11 <b>Lucky</b> 12:13 <hr/> M <hr/> <b>mail</b> 17:12 <b>main</b> 10:4	<b>Manager</b> 2:4,11 <b>manner</b> 14:16 <b>manning</b> 12:9 <b>Maria</b> 2:4 13:18,21 <b>Marino</b> 13:18,20,22 14:10 15:10 <b>MARK</b> 1:4 19:6,23 <b>Marketing</b> 2:5 <b>master</b> 9:4 <b>Matthew</b> 16:7,8 <b>may</b> 1:3 4:5 5:2 7:18,19,20,23 8:1 12:8 19:17 <b>maybe</b> 11:6 <b>Mayor</b> 13:21 <b>mean</b> 12:1 <b>meaningful</b> 13:4 <b>mediation</b> 15:21 <b>meeting</b> 16:17 17:24 <b>member</b> 7:2 13:24 <b>membership</b> 16:21 <b>menagerie</b> 15:23 <b>microphone</b> 6:18 <b>Mike</b> 2:11 <b>miles</b> 11:5,6 <b>mine</b> 8:10 <b>minimis</b> 7:15	<b>minutes</b> 6:17,20 13:9 <b>misconceptions</b> 14:1 <b>MMarino@pbcgov.</b> <b>org</b> 15:8 <b>monitoring</b> 16:17 <b>months</b> 9:23 11:7 <b>move</b> 9:21 <b>moved</b> 15:17 <b>multitude</b> 12:7 16:13 <hr/> N <hr/> <b>name's</b> 8:16 15:16 <b>Nast</b> 15:2 <b>national</b> 5:7,24 <b>NCNC</b> 16:12 <b>neighborhood</b> 12:10 16:11 <b>neighbor's</b> 12:12 <b>NEPA</b> 5:8 6:9 <b>neutral</b> 11:12 <b>noise</b> 15:21,24 16:4 <b>noisy</b> 12:24 <b>nor</b> 19:14 <b>north</b> 5:6,15,17,18 12:4 14:14	16:11,14 <b>Notary</b> 19:6,24 <b>noted</b> 7:9 <b>nothing</b> 14:23 <hr/> O <hr/> <b>obtain</b> 5:9 <b>office</b> 14:19 15:5,6 <b>official</b> 5:19 16:15 <b>officials</b> 16:18 <b>Oh</b> 13:15 <b>Okay</b> 8:11 14:10 15:15 <b>onsite</b> 11:2 <b>open</b> 13:9 15:6 17:1 <b>operate</b> 9:20 <b>opinions</b> 5:21 <b>opportunity</b> 5:20 6:5 <b>oral</b> 6:6,12 13:10,12 <b>ORANGE</b> 19:4 <b>order</b> 6:23 <b>organization</b> 7:2 16:12 <b>origin</b> 5:24 <b>Osprey</b> 16:9,10 <b>outreach</b> 17:15 <b>overdue</b> 10:2 <hr/> P <hr/>
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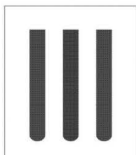
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<p><b>p.m</b> 4:6 5:2 7:19 8:1 18:10,11</p> <p><b>Page</b> 3:2</p> <p><b>Palm</b> 1:1 2:3 4:3,4 5:3,6,15,16,17 ,18 7:21,22 9:19,21 10:3 11:3,24 12:6,16,21 14:2,23 15:1</p> <p><b>Panther</b> 11:14</p> <p><b>Parrot</b> 9:13</p> <p><b>Parrott</b> 9:13,15 10:18</p> <p><b>participation</b> 5:22</p> <p><b>parties</b> 4:8 6:2,6 19:13</p> <p><b>partners</b> 14:21</p> <p><b>passengers</b> 10:1</p> <p><b>path</b> 15:21</p> <p><b>paving</b> 12:8</p> <p><b>PBCDOA</b> 5:4 7:18,20</p> <p><b>PBIA</b> 12:20</p> <p><b>PBIA.org</b> 17:7</p> <p><b>Peace</b> 10:22</p> <p><b>people</b> 10:5 11:13,18 14:4</p> <p><b>period</b> 7:8,17 17:1</p> <p><b>person</b> 6:10 18:2</p>	<p><b>PGA</b> 4:4 11:7</p> <p><b>phone</b> 14:17</p> <p><b>phonetic</b> 10:14 14:8 15:21</p> <p><b>pilot</b> 9:19</p> <p><b>plan</b> 9:4 11:25 12:20</p> <p><b>planning</b> 13:4</p> <p><b>Plans</b> 12:23</p> <p><b>please</b> 6:24 8:5 10:13 13:10 17:3</p> <p><b>podium</b> 6:19,25 8:8,9,13</p> <p><b>point</b> 6:20</p> <p><b>Policy</b> 5:8</p> <p><b>portion</b> 8:3</p> <p><b>position</b> 16:16,22</p> <p><b>positive</b> 10:3</p> <p><b>possible</b> 7:5 12:4</p> <p><b>postmarked</b> 7:19</p> <p><b>potential</b> 7:7</p> <p><b>power</b> 10:9 12:9</p> <p><b>PowerPoints</b> 11:11,22</p> <p><b>Pratt</b> 11:6</p> <p><b>PRESENT</b> 2:10 4:7</p> <p><b>presentation</b> 6:4</p> <p><b>presented</b> 5:10</p>	<p>7:6</p> <p><b>President</b> 16:12</p> <p><b>pretty</b> 10:15,23 11:9 12:14</p> <p><b>Prior</b> 5:25</p> <p><b>probably</b> 12:22</p> <p><b>proceeding</b> 19:9,10</p> <p><b>PROCEEDINGS</b> 3:3 5:1</p> <p><b>process</b> 6:10</p> <p><b>project</b> 2:11,12 5:22 6:3 8:19 10:2 13:3 17:9,15,16 18:1</p> <p><b>projects</b> 14:25</p> <p><b>proposed</b> 6:3</p> <p><b>pros</b> 12:25</p> <p><b>provide</b> 6:5,6</p> <p><b>provided</b> 6:15</p> <p><b>providing</b> 5:20 6:12</p> <p><b>public</b> 1:1 2:3 4:3,6 5:3,9,13,19,20 ,22,25 6:4 7:11,14,16 13:14 15:11 17:10,12 18:9,11 19:6,24</p> <p><b>purpose</b> 5:8</p> <p><b>pursuant</b> 4:7</p>	<hr/> <p style="text-align: center;">Q</p> <hr/> <p><b>Quest</b> 2:5</p> <p><b>question</b> 9:1,10 18:7</p> <p><b>questions</b> 6:2,7 8:21 14:20 15:8 17:25 18:4</p> <p><b>quiet</b> 10:7,9,15</p> <p><b>quite</b> 10:9</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p><b>race</b> 5:23</p> <p><b>Randall</b> 9:13,15</p> <p><b>rather</b> 9:20</p> <p><b>reached</b> 14:16</p> <p><b>really</b> 15:24 18:3</p> <p><b>received</b> 7:8,13,18,25 8:2</p> <p><b>recent</b> 9:4</p> <p><b>recently</b> 15:17</p> <p><b>record</b> 7:3 13:15 17:3 19:9</p> <p><b>recorded</b> 6:7,9</p> <p><b>regard</b> 5:23</p> <p><b>regarding</b> 5:10,21 17:15</p> <p><b>regional</b> 10:10</p> <p><b>regular</b> 5:14</p> <p><b>related</b> 5:5 19:13</p>
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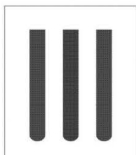
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<b>religion</b> 5:24 <b>Remshifski</b> 9:8,9,11 <b>report</b> 19:8 <b>reporter</b> 1:4 6:7 19:6,24 <b>represented</b> 11:21 <b>representing</b> 11:14 16:10 <b>represents</b> 16:13 <b>require</b> 11:2 <b>requirements</b> 6:16 <b>rescue</b> 10:24 11:2,10,23,24 12:6,11,15 13:3,4 15:19 <b>residents</b> 12:22 15:22 <b>respond</b> 17:13,20 <b>responded</b> 8:2 <b>responding</b> 17:5 18:6 <b>response</b> 12:14 <b>rest</b> 10:13 <b>return</b> 6:21 <b>review</b> 5:13 6:2 <b>River</b> 10:23 <b>road</b> 5:16 11:4,15 <b>roads</b> 12:18	<b>Rules</b> 4:7 6:10 <b>runway</b> 5:5 8:19,25 9:4 12:8 14:3,5 <hr/> S <hr/> <b>school</b> 8:18 <b>screen</b> 17:8 <b>seat</b> 6:21 <b>Sebastian</b> 9:14 10:19,22 <b>second</b> 8:8 <b>Section</b> 7:15 <b>seeing</b> 9:18 <b>send</b> 18:5 <b>Senior</b> 2:4 <b>separate</b> 14:24 <b>several</b> 11:7 <b>sex</b> 5:24 <b>Shemir</b> 8:6 13:11 <b>shown</b> 11:21 <b>shows</b> 12:1 <b>Signature</b> 5:15 <b>significant</b> 17:18 <b>SILVER</b> 1:4 19:6,23 <b>simply</b> 12:7 <b>single</b> 17:13 18:7 <b>sir</b> 8:12 <b>sitting</b> 13:23	<b>size</b> 15:3 <b>slow</b> 10:11 <b>smaller</b> 14:4 <b>smart</b> 14:15 <b>sole</b> 12:19 <b>solicited</b> 5:23 <b>soliciting</b> 7:14 <b>somebody</b> 6:13 <b>sorry</b> 13:15 <b>south</b> 9:17 <b>speak</b> 6:17 8:12 12:21 <b>speaker</b> 6:11,13,16,22 8:5,7,8,9 13:11 17:2 <b>speakers</b> 6:23 <b>speaking</b> 6:21 <b>specific</b> 7:5 <b>speed</b> 10:11 <b>spoke</b> 11:13 <b>Stage</b> 10:8 <b>stakeholder</b> 7:1 <b>stand</b> 6:24 <b>start</b> 8:3 <b>state</b> 1:1 4:3 6:25 19:3,7 <b>station</b> 11:4,23 12:3,9 <b>stations</b> 12:16 <b>status</b> 5:25 <b>step</b> 6:18	<b>STIPULATION</b> 4:1 <b>stop</b> 6:20 <b>street</b> 12:12 <b>subject</b> 11:2 <b>submit</b> 16:20 17:10 <b>submitted</b> 7:10,20,24 19:17 <b>Suite</b> 8:17 <b>Sullivan</b> 2:12 <b>super</b> 11:18 <b>support</b> 5:15 12:8,20 13:3 <b>supported</b> 17:16,17 <b>supporting</b> 12:19 <b>sure</b> 14:22 <b>surround</b> 16:14 <b>surrounding</b> 17:19 <hr/> T <hr/> <b>takeoff</b> 10:9 <b>talk</b> 17:25 <b>Telephone</b> 2:8 <b>terrible</b> 11:9 <b>thank</b> 8:12 9:6,11 10:18 13:5,19,20 15:10 16:5,24,25 17:4 18:3,7,8
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**Thanks** 15:9  
 16:4  
**there'll** 8:23  
**there's** 11:15  
 12:20,25 13:3  
**they'd** 17:25  
**they're** 16:2  
**thoughtful** 15:4  
**tight** 10:16  
**tiles** 17:8  
**today** 10:15  
 17:13  
**tonight** 13:21  
 17:5  
**traffic** 8:24  
 11:17 14:4  
**transcript** 19:9  
**tremendous**  
 12:15  
**true** 12:20 19:9  
**try** 15:3,4  
**TUESDAY** 4:5

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**understand**  
 10:25 12:5  
**UPON** 4:7

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 V
 

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**verbally** 7:11  
**versus** 10:10  
**vet** 15:25  
**via** 17:11  
**Vice** 13:21

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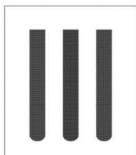
**Waterstone** 9:16  
**wealthy** 11:18  
**website** 5:13  
 17:7  
**we'd** 13:18  
**welcome** 5:3 8:9  
 14:19 15:7  
**we'll** 18:6  
**we're** 6:14,18  
 9:21 13:8  
 14:15,21  
**West** 5:16 7:22  
**we've** 14:16  
 17:14  
**whether** 7:1,10  
**Whitney** 11:7  
**whole** 12:13  
**winter** 9:23  
**wooded** 12:14  
**workshop** 6:1  
**world** 15:2  
**writing** 7:10  
**Written** 7:19  
**wrote** 8:21

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**year-and-a-half**  
 15:18  
**you'll** 10:12



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**K-3 Public Involvement:  
Individual Comment  
Response Letters**

# APPENDIX K-3

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## Individual Responses

Many comments were received conveying support for the Proposed Project. While these comments were not addressed directly in the comment responses, the comments cited reduction of air traffic congestion, general aviation needs, safety improvements, environmental benefits, emergency response, economic impact and improvements to quality of life as reasons for support. Comments of support that did not directly relate to the Proposed Project included the need for more t-hangars at F45. A summary of the comments received by topic is presented in **Table K-3.1**.

**TABLE K-3.1  
SUMMARY OF COMMENTS RECEIVED**

Topic	Comments Received
Supportive	26
Aircraft Operations	14
Noise	14
Community Livability	13
Public Health and Safety	11
Project Background	8
Biological Resources	1
<b>Total</b>	<b>87</b>

SOURCE: Environmental Science Associates, 2024

Public comments that raised specific questions and concerns regarding the Proposed Project are listed in **Table K-3.2** and indexed to the applicable responses in Appendix K-1.

**TABLE K-3.2  
INDIVIDUAL RESPONSES TO COMMENTS**

<b>Commenter</b>	<b>Reference Number</b>	<b>Issue</b>	<b>Response</b>
Bishop, J.	P-3	Aircraft Operations	2-1
Bishop, J.	P-3	Community Livability	5-1
Bishop, J.	P-3	Noise	3-1, 3-2
Bishop, J.	P-3	Public Health and Safety	4-1, 4-3
Brown, A.	P-4	Aircraft Operations	2-1, 2-2
Carter, D.	P-5	Project Background	1-1
Carter, D.	P-5	Aircraft Operations	2-1
Carter, D.	P-5	Community Livability	5-3
Carter, D.	P-5	Noise	3-1, 3-3
Carter, D.	P-5	Public Health and Safety	4-1, 4-3, 4-4
Daly, R.	P-8	Aircraft Operations	2-1
Daly, R.	P-8	Community Livability	5-1
Dominique, S.	P-11	Aircraft Operations	2-1
Dominique, S.	P-11	Community Livability	5-2
Dompkosky, S.	P-12	Public Health and Safety	4-1
Dompkosky, S.	P-12	Noise	3-1, 3-2
Dr. 787	P-13	Aircraft Operations	2-2
Eldin, C.	P-14	Aircraft Operations	2-1, 2-1
Goodman, C.	P-15	Noise	3-1, 3-3
Goodman, C.	P-15	Public Health and Safety	4-3, 4-5
Goodman, C.	P-15	Community Livability	5-1, 5-2, 5-3
Grogins, D.	P-16	Aircraft Operations	2-1
Grogins, D.	P-16	Project Background	1-1, 1-3.A
Harris, E.	P-49	Aircraft Operations	2-1, 2-2
Hein, J.	P-50	Project Background	1-1
Holmbraker, H.	P-21	Project Background	1-1
Holmbraker, H.	P-21	Noise	3-1
Holmbraker, H.	P-21	Public Health and Safety	4-5
Holmbraker, H.	P-21	Community Livability	5-1
Horton, H.	P-23	Aircraft Operations	2-1
Horton, H.	P-23	Community Livability	5-1
Kryjcir, J.	P-27	Project Background	1-1
Langford, G.	P-28	Project Background	1-2
Langford, G.	P-28	Aircraft Operations	2-1, 2-2
Langford, G.	P-28	Noise	3-1, 3-2
Langford, G.	P-28	Community Livability	5-1, 5-2, 5-3
Lemos, S.	P-52	Public Health and Safety	4-4
Llewellyn, J.	P-29	Project Background	1-1

**TABLE K-3.2  
INDIVIDUAL RESPONSES TO COMMENTS**

<b>Commenter</b>	<b>Reference Number</b>	<b>Issue</b>	<b>Response</b>
Llewellyn, J.	P-55	Aircraft Operations	2-1, 2-2
Llewellyn, J.	P-29, P-55	Noise	3-1, 3-3
Llewellyn, J.	P-55	Public Health and Safety	4-4, 4-5
Llewellyn, J.	P-29	Community Livability	5-1
Massey, J.	P-30	Noise	3-1
Massey, J.	P-30	Public Health and Safety	4-1, 4-2, 4-4
Massey, P.	P-31	Public Health and Safety	4-4
McGovern, D.	P-32	Noise	3-1
McGovern, D.	P-32	Public Health and Safety	4-1, 4-2
McGovern, D.	P-32	Community Livability	5-1, 5-3
Moehlenkamp, A.	P-35	Aircraft Operations	2-2
More, D.	P-36	Aircraft Operations	2-1, 2-2
More, D.	P-36	Noise	3-1, 3-2
Neider, B.	P-37	Project Background	1-3.B
Neider, B.	P-37	Aircraft Operations	2-2
Neider, B.	P-37	Noise	3-1, 3-3
Neider, B.	P-37	Public Health and Safety	4-3
Neider, B.	P-37	Community Livability	5-2, 5-3
Neider, B.	P-37	Biological Resources	6-1, 6-2
Quinn, S.	P-42	Noise	3-2
Quinn, S.	P-42	Community Livability	5-1
Remshifski, F.	P-44	Community Livability	5-3
Remshifski, F.	P-44	Noise	3-1, 3-2
Wiesenfeld, E.	P-49	Noise	3-1
Wiesenfeld, E.	P-49	Aircraft Operations	2-1, 2-2

**K-4 Public Involvement:  
Public Hearing  
Information**

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STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Coordinator of the Palm Beach Post, published in Palm Beach County, Florida; that the attached copy of advertisement, being a Public Notices, was published on the publicly accessible website of Palm Beach County, Florida, or in a newspaper by print in the issues of, on:

04/09/2024

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Legal Clerk



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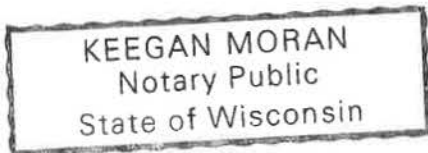
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U.S. Department of Transportation  
Federal Aviation Administration  
Palm Beach County Department of  
Airports

NOTICE OF AVAILABILITY OF  
DRAFT ENVIRONMENTAL  
ASSESSMENT FOR RUNWAY  
EXTENSION AND RELATED  
IMPROVEMENTS AT NORTH  
PALM BEACH COUNTY  
GENERAL AVIATION AIRPORT  
AND PUBLIC WORKSHOP AND  
PUBLIC HEARING

and  
Notice of Impacts to Wetlands  
and

Notice of Impacts to Department of  
Transportation, Section 4(f),  
Recreation Resources and Draft  
De Minimis Determination

Proposed Project: Extension of  
Runway 14-32 and related improve-  
ments at the North Palm Beach  
County General Aviation Airport,  
located at 11600 Aviation Blvd., West  
Palm Beach, Florida 33412.

Sponsor: Palm Beach County  
Department of Airports (PBCDOA)

Project Description: Major compo-  
nents of the Proposed Project are  
summarized below. Additional infor-  
mation is provided in the Draft  
Environmental Assessment (Draft  
EA).

- Extend Runway 14-32 and Taxiway  
F approximately 1,700 feet to the  
northwest. This would increase the  
runway's length from 4,300 feet to  
6,000 feet (and increase of 1,700  
feet). The runway would be widened  
from 75 feet to 100 feet and the  
centerline shifted 60 feet to the  
southwest. Portions of existing  
runway and taxiway pavement  
would be improved (e.g., milled and  
overlaid) to match the new pave-  
ment.

- Clear vegetation and objects to  
construct the runway and taxiway  
Safety Areas and clear vegetation  
within the runway and taxiway  
Object Free Areas. Trim trees and  
vegetation, as needed, that pen-  
etrate the new airspace and runway  
approach/departure surfaces.

- Install new and/or relocate runway  
and taxiway edge lights, threshold  
lights; signage; and visual approach  
aids. Modify existing or develop new  
non-precision instrument approach  
procedures for Runway 14. Construct  
an Air Traffic Control Tower.

- Relocate a section of Aviation  
Road and Sweetbay Natural Area  
service road.

Summary of Impacts:

The Proposed Project is expected to  
directly impact approximately 12.56  
acres of wetland habitat. Protected  
species are not expected to be signifi-  
cantly impacted by the Proposed  
Project however it has been deter-  
mined that the project 'May Affect,  
Not Likely to Adversely Affect'  
listed wood stork (*Mycteria ameri-  
cana*) due to the potential loss of  
suitable foraging habitat (SFH).  
Based on the evaluation in this Draft  
Environmental Assessment (EA),  
the Proposed Project is not antici-  
pated to result in significant impacts  
across any evaluated resource cate-  
gory.

Pursuant to Section 2(b) of Execu-  
tive Order 11990, Protection of  
Wetlands, notice is given that the  
Proposed Project would require fill-  
ing approximately 12.56 acres of  
wetlands. As discussed in the Draft  
EA, necessary permits will be  
acquired, and mitigation will be  
provided.

Pursuant to Section 4(f) of the  
Department of Transportation Act  
(49 U.S.C. § 303), notice is given that  
the Proposed Project would limit  
access to approximately 4 acres of  
land within the Sweetbay Natural  
Area located northwest of the  
airfield and approximately 6.7 acres  
of land within the parcel of Loxa-  
hatchee Slough Natural Area that  
adjoins the south side of the airport.  
No marked trails or facilities would  
be affected, and the areas would  
maintain functionality for habitat  
conservation. The FAA has  
reviewed the project's effects on the  
recreation areas, and proposed miti-  
gation, and has prepared a draft  
Section 4(f) de minimis determina-  
tion (Draft EA Appendix G). FAA  
will make a final determination  
after considering public comments.

Draft EA Availability  
Beginning April 9, 2024, the Draft  
EA and its appendices will be avail-  
able for public review on the  
County's website at  
<https://www.pbia.org/general-aviation/north-palm-beach-county-airport/>. Copies of the Draft EA will  
also be available for review during  
regular business hours at the follow-  
ing locations:

Signature Flight Support at North  
Palm Beach County Airport  
11600 Aviation Rd  
West Palm Beach, FL 33412  
North Palm Beach Library  
303 Anchorage Dr  
North Palm Beach, FL 33408  
Public Information Workshop and  
Public Hearing

A combined Public Information Workshop and Public Hearing will be held on May 14, 2024, at the following:

Palm Beach State College, Palm  
Beach Gardens Campus  
Multi-Purpose Room SC-127  
3160 PGA Boulevard  
Palm Beach Gardens, FL 33410

The Public Information Workshop will be conducted from 5:30 p.m. to 6:30 p.m. A series of informational display boards at the Workshop will provide an overview of the Proposed Project, alternatives evaluated, impacts, and proposed mitigation. PBCDOA representatives will be available during the Workshop to discuss the project. The Workshop will be followed by a Public Hearing that will begin at 6:30 p.m. and conclude once all comments are made. A court reporter will be available of the Workshop for those wishing to record their comments verbally, and to record comments provided during the Public Hearing.

**Opportunity for Public Comment**  
The County and FAA are soliciting public comments on both the Draft EA and Draft Section 4(f) de minimis determination (Draft EA Appendix G). The public comment period will begin on April 9, 2024, and will close on May 21, 2024. Comments received by PBCDOA must be postmarked by May 21, 2024. Written comments may be submitted to PBCDOA at the address below.

Palm Beach County Department of  
Airports  
846 Palm Beach International  
Airport  
West Palm Beach, FL 33406

Comments may also be submitted electronically to [F45EAComments@esassoc.com](mailto:F45EAComments@esassoc.com). All comments must be received by 5:00 p.m. Eastern on May 21, 2024. All comments received will be responded to in the Final EA document.

**PRIVACY NOTICE:** Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations (including language interpreters for Spanish or other languages) to participate in the workshop and Public Hearing is asked to advise PBCDOA at least five (5) working days prior contacting Michael Giambone at [mgiambone@pbia.org](mailto:mgiambone@pbia.org) or (561) 471-7423.

April 9, 2024

# LOCALiQ

The Gainesville Sun | The Ledger  
Daily Commercial | Ocala StarBanner  
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## AFFIDAVIT OF PUBLICATION

Maria Corbeira  
Quest  
17220 Camelot CT  
Land O Lakes FL 34638-7202

STATE OF WISCONSIN, COUNTY OF BROWN

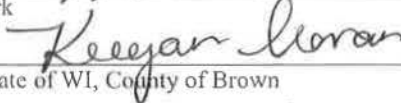
Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Coordinator of the Palm Beach Post, published in Palm Beach County, Florida; that the attached copy of advertisement, being a Public Notices, was published on the publicly accessible website of Palm Beach County, Florida, or in a newspaper by print in the issues of, on:

05/02/2024, 05/03/2024

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 05/03/2024

Legal Clerk



Notary, State of WI, County of Brown

2.14.28

My commission expires

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KEEGAN MORAN  
Notary Public  
State of Wisconsin

U.S. Department of Transportation  
Federal Aviation Administration  
Palm Beach County Department of Airports  
**NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT FOR RUNWAY EXTENSION AND  
RELATED IMPROVEMENTS AT NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT AND  
PUBLIC WORKSHOP AND PUBLIC HEARING**

and  
**Notice of Impacts to Wetlands  
and**

**Notice of Impacts to Department of Transportation, Section 4(f), Recreation Resources and Draft De Minimis  
Determination**

Proposed Project: Extension of Runway 14-32 and related improvements at the North Palm Beach County General Aviation Airport, located at 11600 Aviation Blvd., West Palm Beach, Florida 33412.

Sponsor: Palm Beach County Department of Airports (PBCDOA)

Project Description: Major components of the Proposed Project are summarized below. Additional information is provided in the Draft Environmental Assessment (Draft EA).

- Extend Runway 14-32 and Taxiway F approximately 1,700 feet to the northwest. This would increase the runway's length from 4,300 feet to 6,000 feet (and increase of 1,700 feet). The runway would be widened from 75 feet to 100 feet and the centerline shifted 60 feet to the southwest. Portions of existing runway and taxiway pavement would be improved (e.g., milled and overlaid) to match the new pavement.
- Clear vegetation and objects to construct the runway and taxiway Safety Areas and clear vegetation within the runway and taxiway Object Free Areas. Trim trees and vegetation, as needed, that penetrate the new airspace and runway approach/departure surfaces.
- Install new and/or relocate runway and taxiway edge lights, threshold lights; signage; and visual approach aids. Modify existing or develop new non-precision instrument approach procedures for Runway 14. Construct an Air Traffic Control Tower.
- Relocate a section of Aviation Road and Sweetbay Natural Area service road.

**Summary of Impacts:**

The Proposed Project is expected to directly impact approximately 12.56 acres of wetland habitat. Protected species are not expected to be significantly impacted by the Proposed Project however it has been determined that the project 'May Affect, Not Likely to Adversely Affect' listed wood stork (*Mycteria americana*) due to the potential loss of suitable foraging habitat (SFH). Based on the evaluation in this Draft Environmental Assessment (EA), the Proposed Project is not anticipated to result in significant impacts across any evaluated resource category.

Pursuant to Section 2(b) of Executive Order 11990, Protection of Wetlands, notice is given that the Proposed Project would require filling approximately 12.56 acres of wetlands. As discussed in the Draft EA, necessary permits will be acquired, and mitigation will be provided.

Pursuant to Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303), notice is given that the Proposed Project would limit access to approximately 4 acres of land within the Sweetbay Natural Area located northwest of the airfield and approximately 6.7 acres of land within the parcel of Loxley/Sweetbay Slough Natural Area that adjoins the south side of the airport. No marked trails or facilities would be affected, and the areas would maintain functionality for habitat conservation. The FAA has reviewed the project's effects on the recreation areas, and proposed mitigation, and has prepared a draft Section 4(f) de minimis determination (Draft EA Appendix G). FAA will make a final determination after considering public comments.

**Draft EA Availability**

Beginning April 9, 2024, the Draft EA and its appendices will be available for public review on the County's website of <https://www.pbc.org/general-aviation/north-palm-beach-county-airport/>. Copies of the Draft EA will also be available for review during regular business hours at the following locations:

Signature Flight Support at North Palm Beach County Airport

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West Palm Beach, FL 33412  
North Palm Beach Library  
303 Anchorage Dr  
North Palm Beach, FL 33408

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Multi-Purpose Room SC-127  
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Palm Beach Gardens, FL 33410

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**Opportunity for Public Comment**

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Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406

Comments may also be submitted electronically to [F45EACComments@esassoc.com](mailto:F45EACComments@esassoc.com). All comments must be received by 5:00 p.m. Eastern on May 21, 2024. All comments received will be responded to in the Final EA document.

**PRIVACY NOTICE:** Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations (including language interpreters for Spanish or other languages) to participate in the workshop and Public Hearing is asked to advise PBCDOA of least five (5) working days prior contacting, Michael Giambone at [mgiambone@pbio.org](mailto:mgiambone@pbio.org) or (561) 471-7423.

5/2/24



# Extension of Runway 14-32 and Related Improvements at North Palm Beach County General Aviation Airport

In 2019, Palm Beach County initiated an Environmental Assessment for the proposed extension of Runway 14-32 from 4,300 to 6,000 feet at the North Palm Beach County General Aviation Airport (F45). In coordination with the Federal Aviation Administration (FAA), the analysis team, including aviation, engineering, and environmental professionals, is preparing a Draft Environmental Assessment, which will be made available for public review.

F45 opened in 1994 to accommodate general aviation aircraft activity. The airport serves as a reliever to Palm Beach International Airport (PBI) and was developed to accommodate existing and forecasted demand in Palm Beach County and Martin County.

Planning efforts to accommodate airport tenants and users have been ongoing since the airport opened. Continued growth in areas surrounding the airport have attracted more demanding general aviation aircraft to F45. These aircraft are operationally constrained at F45 due to the current runway length, requiring reductions in fuel, payload, and number of passengers in certain conditions. The FAA approved a Runway Length Justification Study for Runway 14/32 January 23, 2019, justifying an extension from 4,300 to 6,000 feet. The Palm Beach County Comprehensive Plan incorporates the F45 Airport Master Plan, which includes analysis of airport expansion needs and future land use compatibility.

**General Aviation (GA)** is defined as all civil aviation operations except scheduled air service (commercial passenger service) and non-schedule air transport operations for hire. General aviation flights include recreation, flight instruction, business travel, agricultural application, emergency medical services, and other non-commercial flight activity.

In 2022, there were 309,608 FAA-certified active general aviation pilots and an additional 280,582 student pilots. General aviation operations accounted for 55 percent of total operations occurring in U.S. airspace in 2022. F45 supports approximately 100,000 annual operations and 183 based aircraft<sup>3</sup>.

## Why does Palm Beach County need F45?

The 2022 Florida Department of Transportation Aviation Economic Impact Study determined F45 supports 467 jobs, \$22.4 million in payroll, and \$77.3 million in annual economic impact. F45 supports recreational flying, business activity, flight training, emergency medical flights, law enforcement, military operations, tourism, and agriculture production. The airport has also served as a staging area for hurricane relief efforts and local nonprofits have used the airport to transport rescued animals.

The Proposed Project includes extending Runway 14/32 1,700 feet to the northwest for a total length of 6,000 feet. The runway width will increase from 75 to 100 feet, and its centerline will shift 60 feet to the southwest to meet runway to taxiway separation standards. Related improvements include extending parallel Taxiway A, clearing and grading land, and relocating service roads, and constructing an Air Traffic Control Tower.

The proposed runway extension is designed to meet the needs of existing aircraft using F45. Due to demand in the area, annual operations forecasts are expected to increase approximately 2.2% five years after the project is completed. This activity level reflects approximately seven additional aircraft operations per day, or an average of 49 additional operations a week.

The airport is adjacent to the Sweetbay and Loxahatchee Slough Natural Areas, and these areas are a key focus of the study. The Environmental Assessment considers potential impacts to wetlands, protected species, and impacts from noise. The Proposed Project is the result of years of planning, including extensive alternative evaluations and coordination with outside entities to minimize environmental impacts while meeting airport needs. The analysis of potential impacts to adjacent resources, including the minimization and mitigation of potential impacts, will be fully detailed in the Environmental Assessment that will be published for your review and input.

## STAY CONNECTED!

After the Draft Environmental Assessment is released we will hold a public workshop and hearing to gather comments on the study and recommendations regarding the project. Find more information about the project and the public meeting date at:

<https://www.pbia.org/general-aviation/north-palm-beach-county-airport/>

- ▶ **2016 – 2019** Analysis of existing aircraft traffic and future demand at F45 - and potential alternatives to accommodate it.

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- ▶ **2020 – 2021** Conduct biological and engineering field surveys to evaluate existing conditions.

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- ▶ **2021** Continue to refine Proposed Project to minimize environmental impacts. Request early input from local and national resource agencies and other interested parties.

---

- ▶ **2021 – 2023** Conduct environmental impacts analyses and special studies. Coordinate with FAA and agencies on the findings and analyses.

---

- ▶ **2023 – 2024** Consolidate analyses and document findings in Draft EA.

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- ▶ **Spring – Summer 2024** Release Draft EA for public comment and hold public workshop and open 30-day public comment period on Draft EA.

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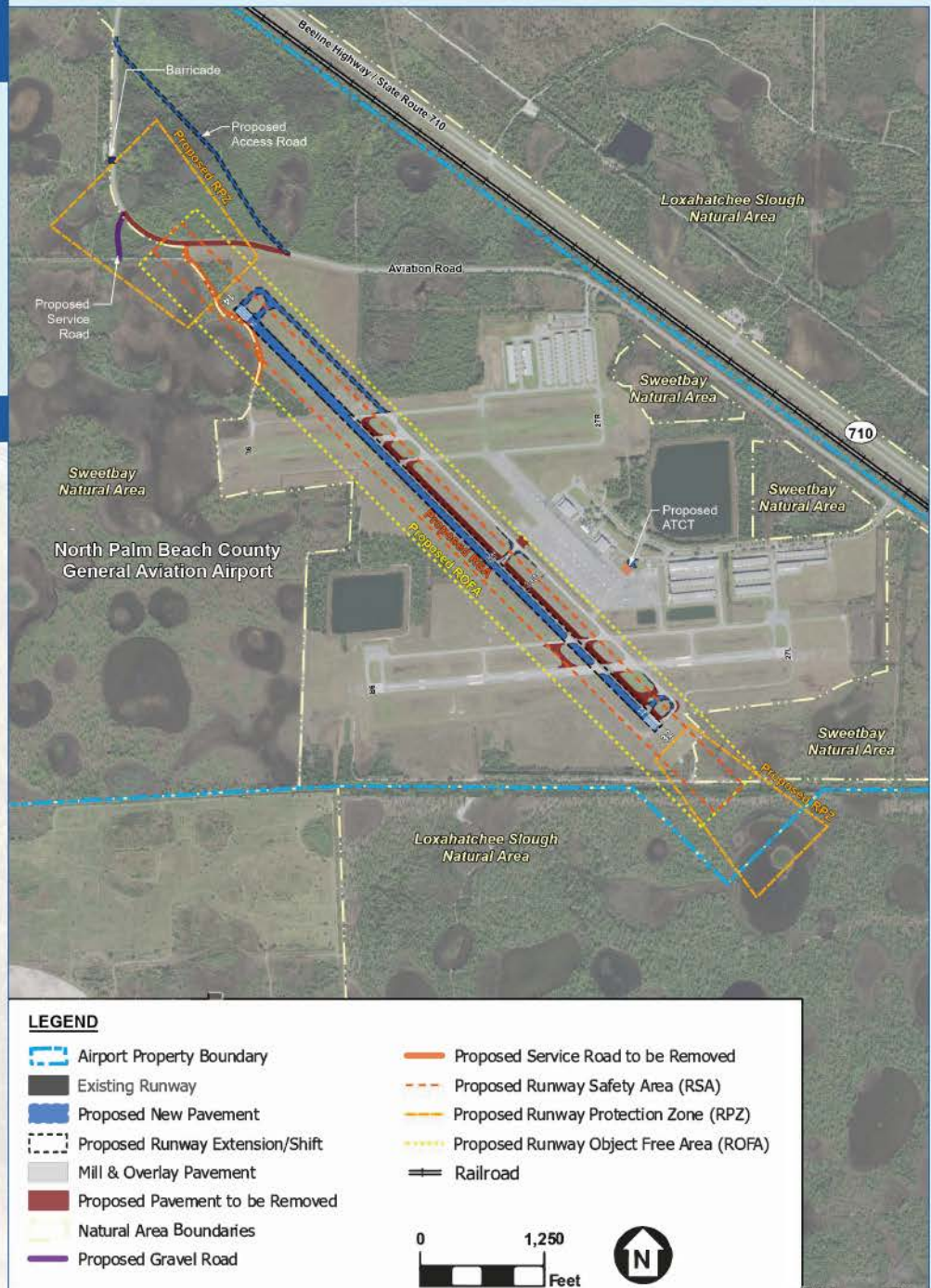
- ▶ **Summer 2024** Revise draft EA as necessary to address public comments.

---

- ▶ **Fall 2024** FAA reviews Final EA and issues environmental determination.

---

- ▶ **To Be Determined** If potential project impacts are determined to be not significant, begin project design and construction.



An Environmental Assessment (EA) is required under the U.S. National Environmental Policy Act (NEPA) to determine whether a federal action has the potential to cause significant environmental effects, such as adverse impacts to air or water quality, biological resources, or human communities and economics.<sup>5</sup> The FAA has developed procedures for implementing NEPA that are specific to FAA’s mission.<sup>6</sup> Based on the Final Environmental Assessment, the FAA will make a decision to issue a Finding of No Significant Impact or prepare an Environmental Impact Statement.

## REFERENCES:

1. International Civil Aviation Organization, 2009. Working Paper: Civil Aviation Statistics – ICAO Review of the Classification and Definitions Used for Civil Aviation Activities
2. FAA, 2021. Aerospace Forecast, Fiscal Years 2021-2041.
3. FAA 2023 Terminal Area Forecast, issued January 2024
4. Florida Department of Transportation, 2019. The Economic Impact of F45.
5. EPA, 2024. NEPA Review Process. <https://www.epa.gov/nepa/national-environmental-policy-act-review-process>
6. FAA, 2023. Order 1050.1F - Policies and Procedures for Considering Environmental Impacts [https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/environ\\_policy\\_guidance/policy/faa\\_nepa\\_order/](https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faa_nepa_order/)



ESA

### Public Workshop and Public Hearing

Environmental Assessment for Runway Extension and Related Improvements at North Palm Beach County General Aviation Airport U.S. Department of Transportation Federal Aviation Administration Palm Beach County Department of Airports

Palm Beach State College, Palm Beach Gardens Campus, Room SC-127. 3160 PGA Boulevard, Palm Beach Gardens, FL 33410 Tuesday, May 14, 2024

PUBLIC

Please note any information provided on this sign-in sheet is voluntary and all information provided is subject to public disclosure.

Name (Please Print)	Organization/Company Name	Email Address	Phone Number	Race	National Origin	Sexual Orientation	Gender Identity	Creed	Age	Disability	Languages Spoken	Community Membership
DAVID DININ	MIRASOL	DDININ@comcast.net	516 380 4357	C	USA		M		64			MIRASOL
Michael Cost	Career Source Pol	mcost@careersourcepol.com	561 540 1060	C	USA		M					
HAL JONES	Wilstrong	hal@hcl.com	713-703-6742	C	USA		M					
BRAH NEIGER	Caloosa POA	B.NEIGER@CALOOSA.LIFE	561 203 9177	C	USA		M					Caloosa
Robert Clutter	Caloosa	RCLUTTER@CALOOSA.LIFE	954-684-7093	C	USA		M		50			Caloosa
NICK MOORE	BAY HILL PRESERVE	NICKTMOORE@LIVE.COM		C	US		M		73			NKNC
Andy Greenberg	Aventura	ADGREENBERG@AVENTURAFL.COM		C	US		M		69			Aventura
Marie Ahrendts	Caloosa	mahrendts5@gmail.com							59			
Bernard Ward		bernward1958@aol.com	561-754-3558	C	USA		M		64			
MARK PAUL	Canterbury Aventura	MARKPAUL@GMAIL.COM	617-852-8156		USA				75			Canterbury
Glady Frankel					USA							
D. Parrott		dparrott@me.com										
Randall Parrott		rparrott@me.com	813-562-9387		USA		M		53			A
Dawn Sanders	Caloosa				USA		F					
Nicole Mandanici	Caloosa	nicolemandanici@gmail.com	561-932-3911									
FRANK WEDD	PARTNER NATIONAL	FWEDD@PARTNERNATIONAL.COM			US							

561 373 0956
















12/11/11



**Speaker Request Card** Number 1  
To be completed prior to making a statement

**Public Hearing**

PLEASE PRINT:


Name: Jones HAL R  
Last First Middle Initial

Address: 733 Harbour Isles Pl.  
Street

N. Palm Beach FL 33410  
City State Zip Code

Telephone: \_\_\_\_\_  
Area Code

E-mail Address: hal@haljonesdev.com



**Speaker Request Card** Number 2  
To be completed prior to making a statement

**Public Hearing**

PLEASE PRINT:

Name: Hein Justin  
Last First Middle Initial


Address: 4972 Broadstone Cir  
Street

West Palm Beach FL 33417  
City State Zip Code

Telephone: (561) 386-1105  
Area Code

E-mail Address: justinhein66@gmail.com

Decline



**Speaker Request Card** Number 3  
To be completed prior to making a statement

**Public Hearing**

PLEASE PRINT:

Name: Agusa Jr Anthony F  
Last First Middle Initial


Address: 14494 66th Trail N  
Street

PBB FL 33418  
City State Zip Code

Telephone: (561) 644-0199  
Area Code

E-mail Address: wildsurf3356@aol.com

Decline



**Speaker Request Card** Number 4  
To be completed prior to making a statement

**Public Hearing**

PLEASE PRINT:


Name: Revenski Frank  
Last First Middle Initial

Address: 10863 Stellar Circle  
Street

DBG FL 33412  
City State Zip Code

Telephone: (561) 727-9556  
Area Code

E-mail Address: revenski@gnail.com



**Speaker Request Card** Number 5  
To be completed prior to making a statement

**Public Hearing**

PLEASE PRINT:


Name: Parrot Randall  
Last First Middle Initial

Address: 12707 Waterstone Circle  
Street

Palm Beach Gardens Florida  
City State Zip Code

Telephone: (813) 562-9387  
Area Code

E-mail Address: rcparrot@comcast



**Speaker Request Card** Number 6  
To be completed prior to making a statement

**Public Hearing**

PLEASE PRINT:

Name: Lemos Sebastian  
Last First Middle Initial

Address: 14059 Peace River Way  
Street

West Palm Beach FL 33418  
City State Zip Code

Telephone: (845) 527-0097  
Area Code

E-mail Address: \_\_\_\_\_



**Speaker Request Card** Number 7  
 To be completed prior to making a statement

**Public Hearing**

PLEASE PRINT:

Name: MARINO MARIA  
Last First Middle Initial

Address: 301 S OLIVE  
Street

WPA  
City State Zip Code

Telephone: (361) 355-2201  
Area Code

E-mail Address: \_\_\_\_\_



**Speaker Request Card** Number 8  
 To be completed prior to making a statement

**Public Hearing**

PLEASE PRINT:

Name: Llewellyn Jaylaan N  
Last First Middle Initial

Address: 6231 PGA Blvd Ste. 104 Box 319  
Street

Palm Beach Gardens FL 33418  
City State Zip Code

Telephone: (718) 974-6799  
Area Code

E-mail Address: Jaylaan@icloud.com



**Speaker Request Card** Number 9  
 To be completed prior to making a statement

**Public Hearing**

PLEASE PRINT:

Name: KAMULA MATTHEW R  
Last First Middle Initial

Address: 9678 OSPREY ISLES BLVD  
Street

PBG FL 33412  
City State Zip Code

Telephone: 954 465-9365  
Area Code

E-mail Address: OSPREY ISLES PRES @ GMAIL.COM



# COMMENT FORM

Environmental Assessment for Runway Extension and Related Improvements at  
North Palm Beach County General Aviation Airport  
Public Hearing  
Tuesday, May 14, 2024

Noise Control over residential areas - how will

PLEASE COMPLETE THE COMMENT SHEET DURING THE MEETING AND DROP OFF AT THE DOOR BEFORE YOU LEAVE, OR

• TAKE THE COMMENT SHEET WITH YOU TO COMPLETE, FOLD, TAPE (DO NOT ST

this be mitigated?

Can take off and landing guidelines be established to reduce the noise

(Please continue comments on the back of this page if more space is needed. Thank you.)

Name: Ann Moehlenkamp  
Address: 13104 Silver Fox Ln  
WPB, FL 33418  
Email: amoehlenkamp@comcast.net  
Phone: \_\_\_\_\_

We welcome your comments. You may also email your comments to [F45EAComments@esassoc.com](mailto:F45EAComments@esassoc.com). All comments must be received by 5:00 p.m. Eastern on May 21, 2024

Thank you!



## Public Workshop and Public Hearing

# Environmental Assessment for the Extension of Runway 14-32 and Related Improvements North Palm Beach County Airport (F45)



# Overview of the NEPA Process

- NEPA requires federal agencies to consider the potential environmental impacts of projects with a federal nexus (such as funding) and disclose them to the public
- NEPA is triggered when a federal agency decides to take an action
- The NEPA process:
  - Reviews a proposed project for specified environmental resource categories which are governed by special purpose laws
  - Is used to determine if a project has the potential to result in significant environmental effects
  - Must be completed before a project commences
- The FAA has determined that an Environmental Assessment (EA) is the appropriate level of review for this project

**Proposed Action and Purpose  
and Need**

**Alternatives Analysis**

**Affected Environment and  
Environmental Consequences**

**Draft EA Document**

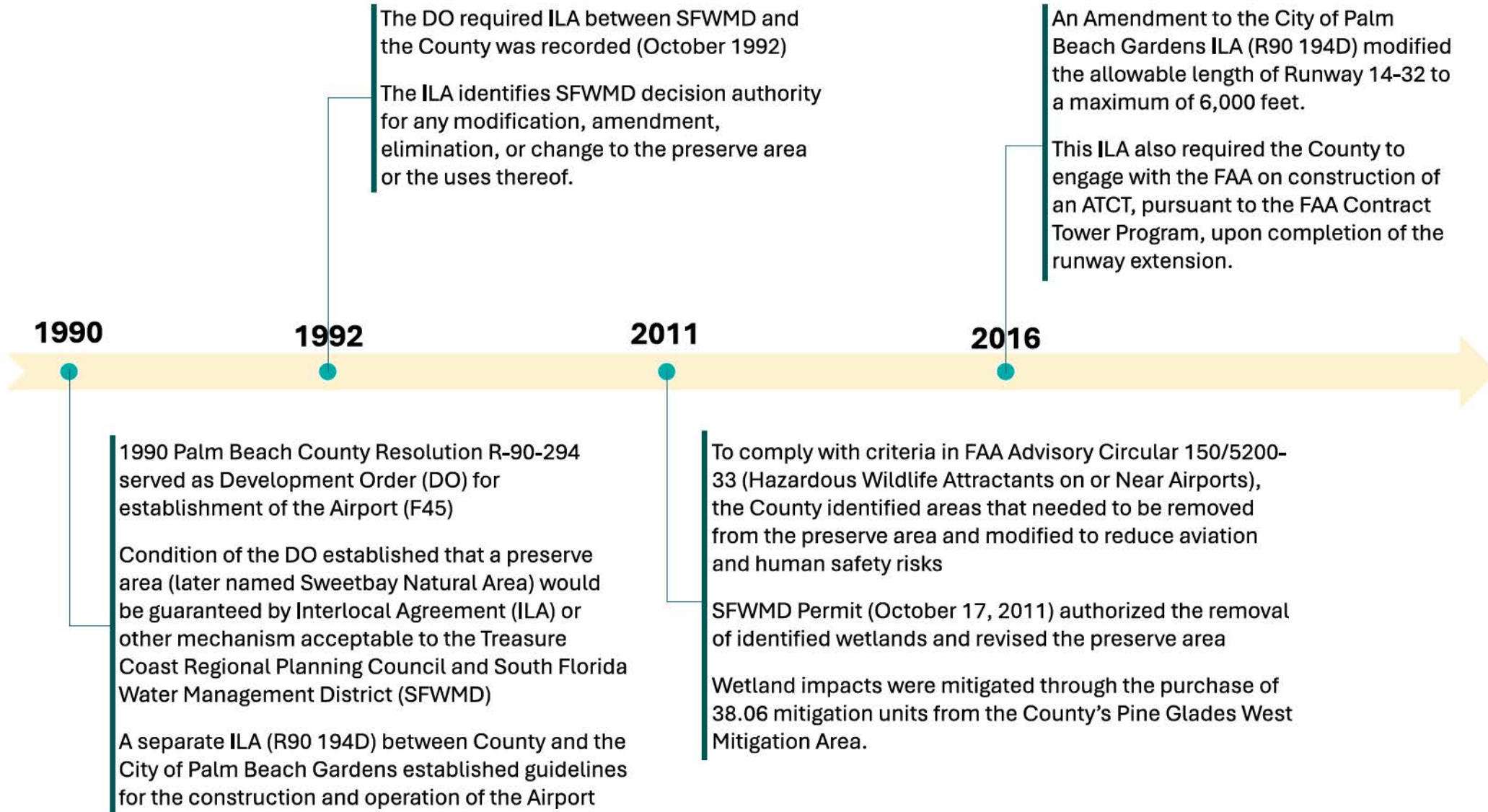
**Public / Agency Review and  
Comment Period**

**Consider Public and Agency Comments  
and Final EA Document**

**FAA to Issue an Environmental  
Determination**



# Project Background



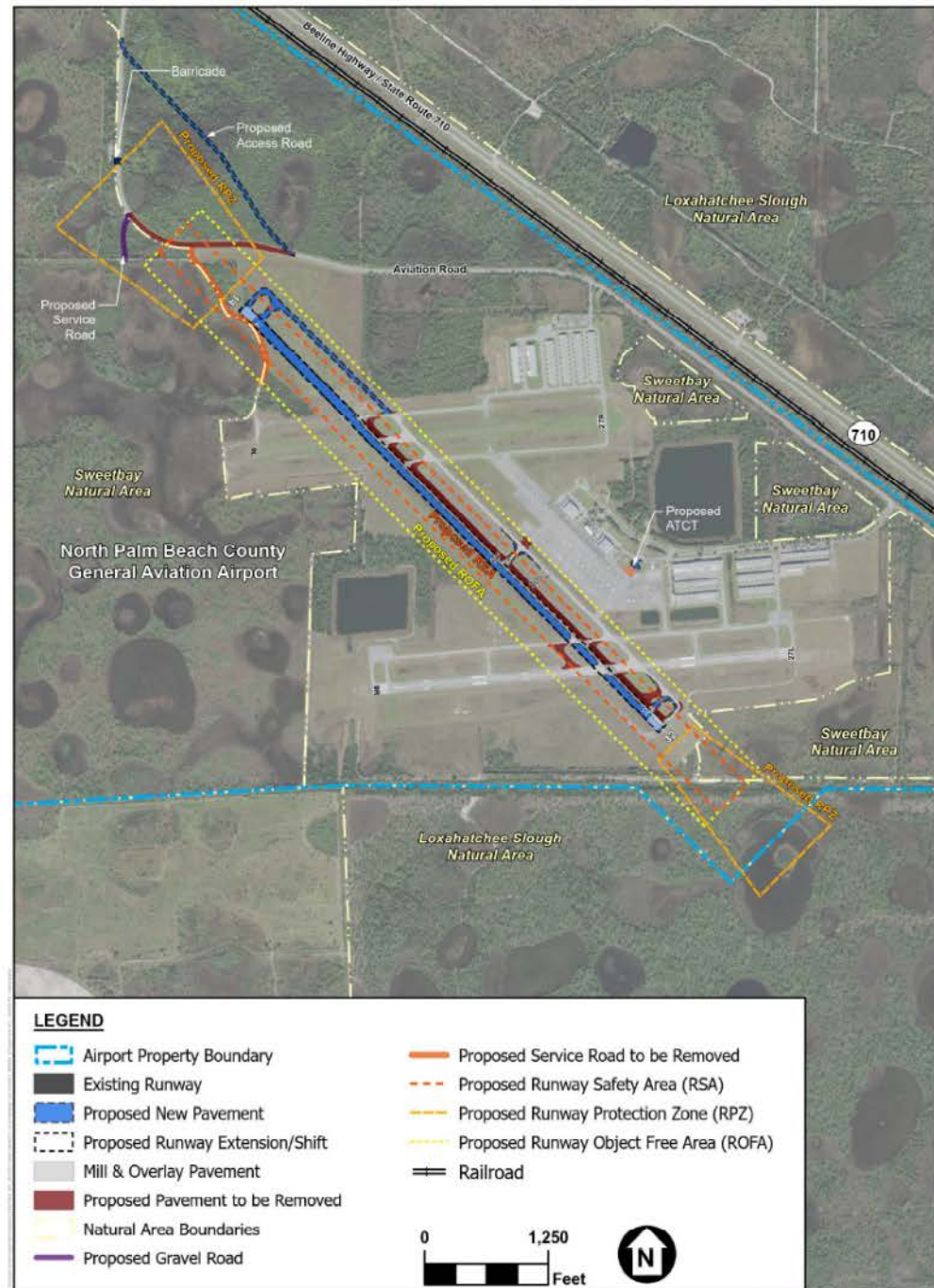
# Overview of Proposed Project

The proposed project is the extension of the primary runway (Runway 14-32) at F45 by 1,700 feet

- Related improvements include
  - the extension of parallel Taxiway F
  - maintain existing area of aircraft apron parking
  - realignment of Aviation Road
  - realignment/reconstruction of service roads
  - siting of a new air traffic control tower (ATCT)
  - related modification of the stormwater management system

Purpose and Need (Draft EA Chapter 1):  
The **purpose** is to allow users of the Airport to operate larger aircraft (including jets) with fewer operational restrictions than are currently imposed due to runway length.

The **need** is to allow F45 to fully serve its intended role as a reliever airport to PBI by better accommodating existing and prospective Airport users.



# Alternatives Evaluated

ALTERNATIVES SCREENING CRITERIA EVALUATION								
Alternative	Meets Purpose and Need	Estimated Impacts to Natural Areas (acres)	Constructability and Cost Effectiveness	Estimated Wetlands Impacts (acres)	Operationally Efficient	Carried Forward for Further Analysis	Section 4(f) Impacts	Comments
<b>Alternative 1 – Use of Other Airports</b>	No	N/A	N/A	N/A	N/A	No	N/A	County does not have the authority to dictate that GA operations move to another airport. Thus, this alternative does not meet the purpose and need for the Proposed Project.
<b>Alternative 2 – Other Modes of Transportation</b>	No	N/A	N/A	N/A	N/A	No	N/A	Other modes of transportation would not provide a meaningful alternative to air travel, they would not be expected to meet the demands of GA aircraft operators or impact PBI's need for a reliever airport. Thus, this does not meet the purpose and need for the Proposed Project.
<b>Alternative 3 – Extend Runway 9R-27L to the West</b>	Yes	106.30	Yes	25.30	Yes	No	Yes	This alternative was fully analyzed and eliminated in the 2006 Master Plan Update and was not carried forward for full analysis in this EA.
<b>Alternative 4 – Shift Runway Centerline by 60 Feet and Extend Runway 1,700 Feet (Proposed Project)</b>	Yes	38.93	Yes	12.56	Yes	Yes	Yes	This is the alternative identified for further evaluation in the Draft EA
<b>Alternative 5 – Extend Runway 14-32 to NW – Maintain Runway Centerline /Shift Taxiway</b>	Yes	36.8	Yes	17.42	No	No	Yes	This alternative would place aircraft much further away from the existing FBO, terminal, and runway/taxiway and would increase the time it takes to travel through the Airport, and the multiple turns and smaller spaces increase the complexity of maneuvering larger aircraft and aviation support services. Therefore, this alternative was not carried forward.
<b>Alternative 6 – Shift Runway Centerline by 60 Feet, Extend Runway 1,700 feet, and Install EMAS</b>	Yes	38.4	No	8.46	Yes	No	Yes	While this alternative is fully constructable, the alternative would be more costly while providing limited reductions in impacts to wetlands. Furthermore, EMAS is generally only supportable in instances when inadequate area is available to build fully compliant RSAs, which is not the case for the Airport. Therefore, this alternative was not carried forward.
<b>Alternative 7 – Shift Centerline 60 feet and Extend Runway 1,700 feet with Declared Distances</b>	No	N/A	N/A	N/A	N/A	No	N/A	Employing declared distances would result in operational limitations on prospective GA aircraft operations at F45. Accordingly, it does not meet the purpose and need.
<b>No Action Alternative</b>	No	None	N/A	None	N/A	Yes	None	

Please see Chapter 2 of the Draft EA for more information



# Summary of Potential Effects – Proposed Project

SUMMARY OF ENVIRONMENTAL CATEGORIES		
Resource	Draft EA Section and Appendix	Proposed Project
Air Quality	3.2 and Appendix B	<ul style="list-style-type: none"> <li>Construction has the potential to create temporary air quality impacts due to heavy-duty construction equipment and vehicle trips.</li> <li>After construction, emissions from the Proposed Project would result from 750 additional annual operations in 2025 and 2,500 additional annual operations in 2030.</li> <li>The Proposed Project would not cause or contribute to violations of the National Ambient Air Quality Standards (NAAQS).</li> </ul>
Biological Resources	3.3 and Appendix C	<ul style="list-style-type: none"> <li>The Proposed Project would impact 12.56 acres of wetlands and up to 12.95 acres of airfield drainage features with wetland vegetation and up to 38.93 acres of natural area.</li> <li>The Biological Assessment (BA) identifies eight federally listed threatened, endangered, or sensitive species and one candidate species with the potential to occur within the Action Area.</li> </ul>
Climate	3.4 and Appendix B	<ul style="list-style-type: none"> <li>Construction associated would result in approximately 5,815 metric tons of greenhouse gases (GHG) emissions.</li> <li>After construction, there would be approximately 229 and 730 metric tons of GHG emissions as a result of 750 and 2,500 additional annual operations in 2025 and 2030, respectively.</li> </ul>
Coastal Resources	3.5	<ul style="list-style-type: none"> <li>Majority of the Proposed Project area is located in upland areas; therefore, no land disturbing activities on the coast or in areas directly adjacent to coastal resources.</li> <li>The Proposed Project would convert 3.56 acres of wetland to upland area. However, wetland impacts would be mitigated per federal regulations.</li> </ul>
Department of Transportation Section 4(f)	3.6 and Appendix G	<ul style="list-style-type: none"> <li>A total of 32.3 acres of land within the Sweetbay Natural Area would be affected (~17.4 acres directly affected by construction and ~14.9 acres would be within the new Runway Protection Zones [RPZs]).</li> </ul>
Hazardous Materials, Solid Waste, and Pollution Prevention	3.7	<ul style="list-style-type: none"> <li>There would be no substantial changes in the handling, use, or disposal of hazardous materials as a result of the Proposed Project in either 2025 or 2030.</li> <li>There would be an increase in fueling and maintenance which would increase the use of petroleum-based products for aircraft, GSE, and Airport-dedicated vehicles, as well as the use of fuel storage tanks.</li> <li>There are no NPL properties located within or adjacent to the Proposed Project.</li> <li>Soil and water contamination has been from a fuel spill that occurred over 30 years ago has been remediated per state regulations.</li> <li>Likely a very minor increase in solid waste due to the growth of business and public charter operations involving passenger transport.</li> </ul>
Historic, Architectural, Archaeological, and Cultural Resources	3.8 and Appendix F	<ul style="list-style-type: none"> <li>There is no expectation that archaeological artifacts or evidence of prior occupation would be discovered during Proposed Project construction.</li> </ul>
Land Use	3.9	<ul style="list-style-type: none"> <li>The Proposed Project would occur entirely on the Airport property and would not result in changes to local land uses or conversion of adjacent land uses to airport use.</li> </ul>
Natural Resources and Energy Supply	3.10	<ul style="list-style-type: none"> <li>The Proposed Project would require a total of approximately 6,250 cubic yards of concrete and/or asphalt, and 40,000 cubic yards of clean fill material. It is not anticipated that the demand for concrete, aggregate, or fill material associated with this project would overwhelm the selected supplier(s) or restrict regional supply.</li> <li>The Proposed Project is anticipated to result in an increase in demand for fuel due to construction and increased airside activity. However, the demand of fuel during and after construction activities would not exceed existing or anticipated fuel storage capacity. Further, any increase in demand for jet fuel would be in proportion to the minor increase in aircraft activity.</li> </ul>
Noise and Noise-Compatible Land Use	3.11 and Appendix B	<ul style="list-style-type: none"> <li>The Proposed Project would result in a slight increase of the DNL 60 and higher contours and DNL 65 and higher contours in 2025 and 2030. However, most of the area within the DNL 65 contour is within the Airport property boundary in 2025 and 2030.</li> <li>There are no off-Airport land uses, such as residential or commercial property, within DNL 65 dB contours in 2025 or 2030.</li> <li>There are no noise-sensitive sites or residential land uses within DNL 65 contours in 2025 and 2030.</li> </ul>
Socioeconomics and Environmental Justice	3.12	<ul style="list-style-type: none"> <li>The Proposed Project would not produce economic hardship or place a strain on local housing stocks.</li> <li>The Proposed Project would not result in disproportionately high and adverse human health or environmental effects to environmental justice communities.</li> <li>No increase in vehicular traffic on nearby roadways because there would not be a substantial increase in the number of aircraft operations.</li> <li>A change in noise exposure would be minimal and the recreational land uses would be compatible with the projected aircraft noise levels.</li> <li>The construction and operation emissions would not cause or contribute to violations of the NAAQS in 2025 or 2030.</li> </ul>
Visual Effects	3.13	<ul style="list-style-type: none"> <li>There are no open established views or viewpoints of concern surrounding the Airport.</li> <li>There are no anticipated changes to the type of runway end approach lighting.</li> <li>It is unlikely for airfield lighting to be perceived by any residential development due to vegetation and the distance of the Airport from the nearest residence. Likewise, it is unlikely that construction equipment would be visible.</li> </ul>
Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater)	3.14	<ul style="list-style-type: none"> <li>Construction and land clearing associated with the proposed runway extension and related improvements would directly impact an estimated 12.56 acres of wetlands.</li> <li>Surface water resources that could be impacted by the Proposed Project primarily serve to convey stormwater runoff and are part of the surface water management system.</li> <li>The Proposed Project would unlikely result in a significant change to recharge characteristics of groundwater resources or result in contamination to existing groundwater.</li> </ul>
Cumulative Impacts	Please see Section 3.5, Cumulative Impacts, in the Draft EA for more information.	



# Biological Resources

- The Endangered Species Act (ESA) of 1973 (16 U.S.C. §§ 1531-1544) requires the FAA to determine if a Proposed Project under its purview would affect a federally listed species or critical habitat designated for that species
- Environmental scientists conducted field surveys and research to characterize the environmental and natural resources that may be affected by the Proposed Project
- The Action Area (areas directly and indirectly impacted by the proposed project) has eight federally listed species and one candidate species that could potentially occur
  - *This is based on the site conditions, species-specific habitat requirements, desktop review, and multiple field surveys*
- Only one species, the wood stork (*Mycteria americana*) resulted in a determination of “*May Affect, Not Likely to Adversely Affect*”
- There is a determination of No Effect or Not Applicable for all other species

SPECIES DETERMINATION OF EFFECT			
Common Name	Scientific Name	Species Type	Determination of Effect
Florida Bonneted Bat	<i>Eumops floridanus</i> *	Mammals	No Effect
Florida Panther	<i>Puma concolor coryi</i>	Mammals	No Effect
Audubon's Crested Caracara	<i>Caracara cheriway</i> *	Birds	No Effect
Everglade Snail Kite	<i>Rostrhamus sociabilis plumbeus</i> *	Birds	No Effect
Red-cockaded Woodpecker	<i>Picoides borealis</i> *	Birds	No Effect
Wood Stork	<i>Mycteria americana</i>	Birds	May Affect, Not Likely to Adversely Affect
American Alligator	<i>Alligator mississippiensis</i>	Reptiles	Not Applicable
Eastern Indigo Snake	<i>Drymarchon couperi</i>	Reptiles	No Effect
Gopher Tortoise*	<i>Gopherus polyphemus</i>	Reptiles	No Effect

**NOTES:**  
 Status Codes:  
 E = Listed as Endangered  
 T = Listed as Threatened  
 S/A = Protected due to Similarity of Appearance to other protected species  
 \* = Candidate species for listing under the Endangered Species Act (ESA)  
 SOURCES: FWC. June 2020. Florida's Endangered Species, Threatened Species and Species of Special Concern. Official Lists; FNAI. 2020. Biodiversity Matrix; USFWS. 2020. ECOS; USFWS. June 2020. Florida Department of Agriculture and Consumer Services (FDACS) Endangered, Threatened and Commercially Exploited Plants of Florida (November 2018).

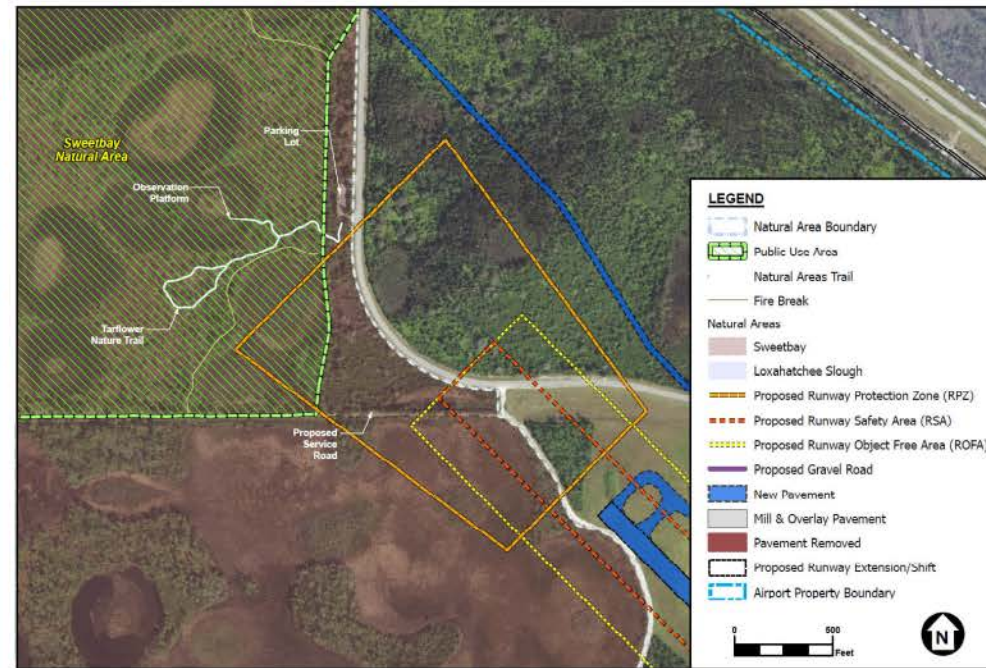
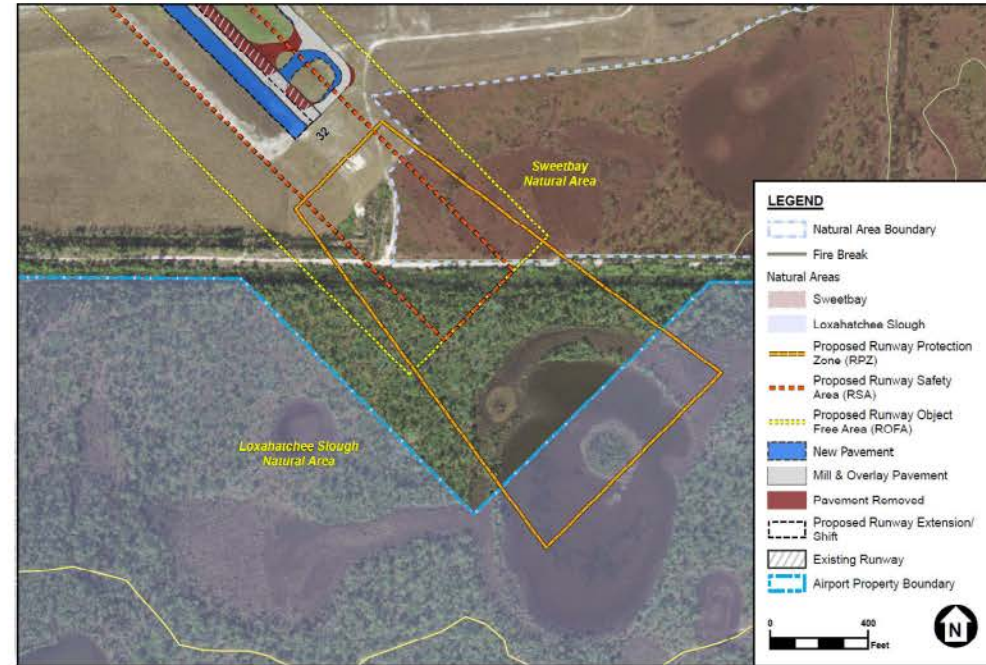


For more information, please see Section 3.3, Biological Resources, and Appendix C of the Draft EA



# DOT Act Section 4(f) Resources Draft De Minimis Determination

- Section 4(f) of the Department of Transportation Act established policy for a project requiring use of resources including publicly owned land of a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state or local significance
- Two Section 4(f) properties reviewed for this project - Sweetbay Natural Area (SNA) and Loxahatchee Slough Natural Area (LNA)
- Both natural areas are managed by the County's Environmental Resource Management (ERM) Department
- FAA has made a draft *De Minimis* impact determination for Section 4(f) (Appendix G of the EA)



Impacts	Sweetbay Natural Area	Loxahatchee Natural Area
<b>Total</b>	<b>32.3 ac</b>	Although the Runway Protection Zone – RPZ will extend over LNA, no physical impact will occur
<b>Direct</b>	~17.4 ac – for Runway 14 Safety Area (RSA) and Object Free Area (OFA)	None
<b>Indirect</b>	~14.9 ac – select trimming and clearing (within RPZ)	~6.66 will fall within RPZ – no clearing required
<b>Public Use Facilities</b>	~830 feet of a maintenance access and firebreak no longer accessible	None – there is no public access or public recreation within this part of LNA
<b>Mitigation Measures</b>	Regulatory mitigation in accordance with SFWMD requirements in coordination with ERM  Development of a new 2,167 ft section of unpaved trail within the designated recreation area at SNA  Lighting, signage, security and safety enhancements	None – no physical use or alternations at LNA



For more information, please see Section 3.6, Department of Transportation Section 4(f), and Appendix G of the Draft EA

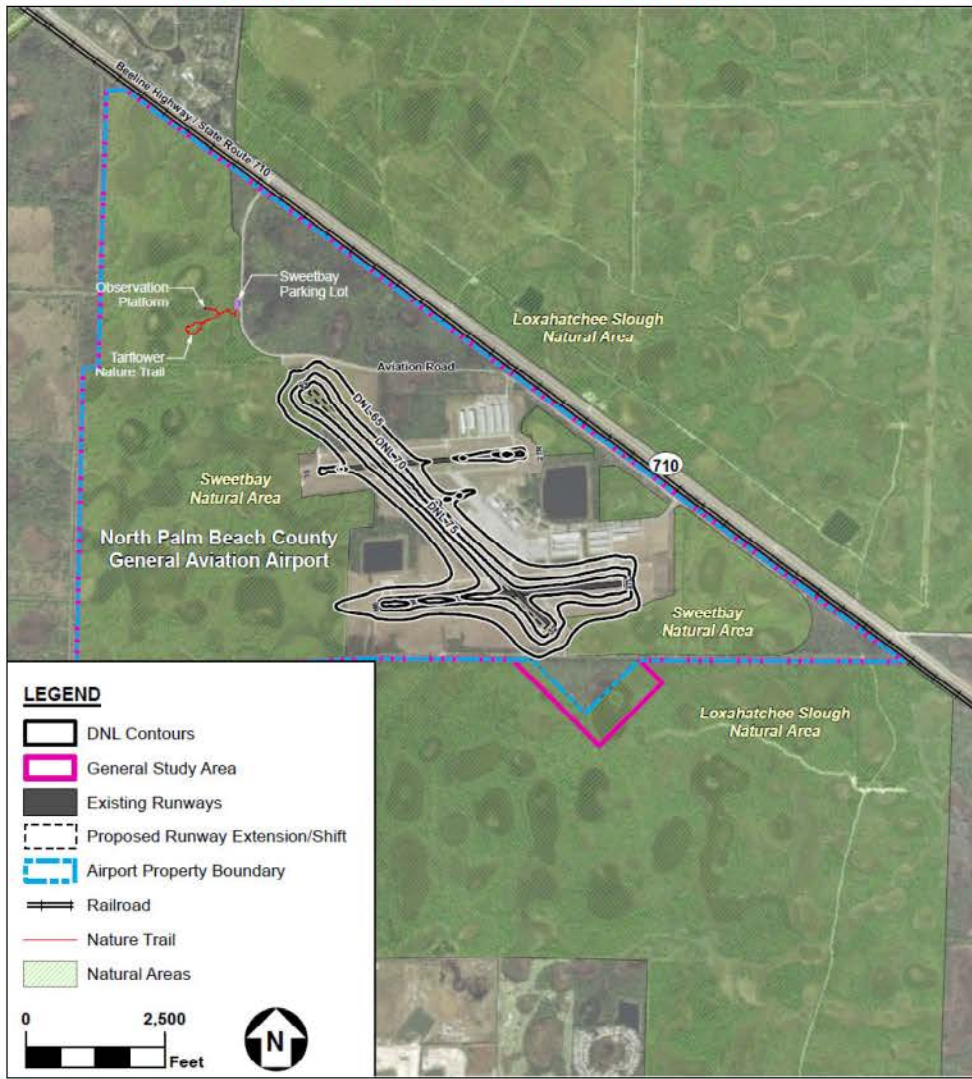




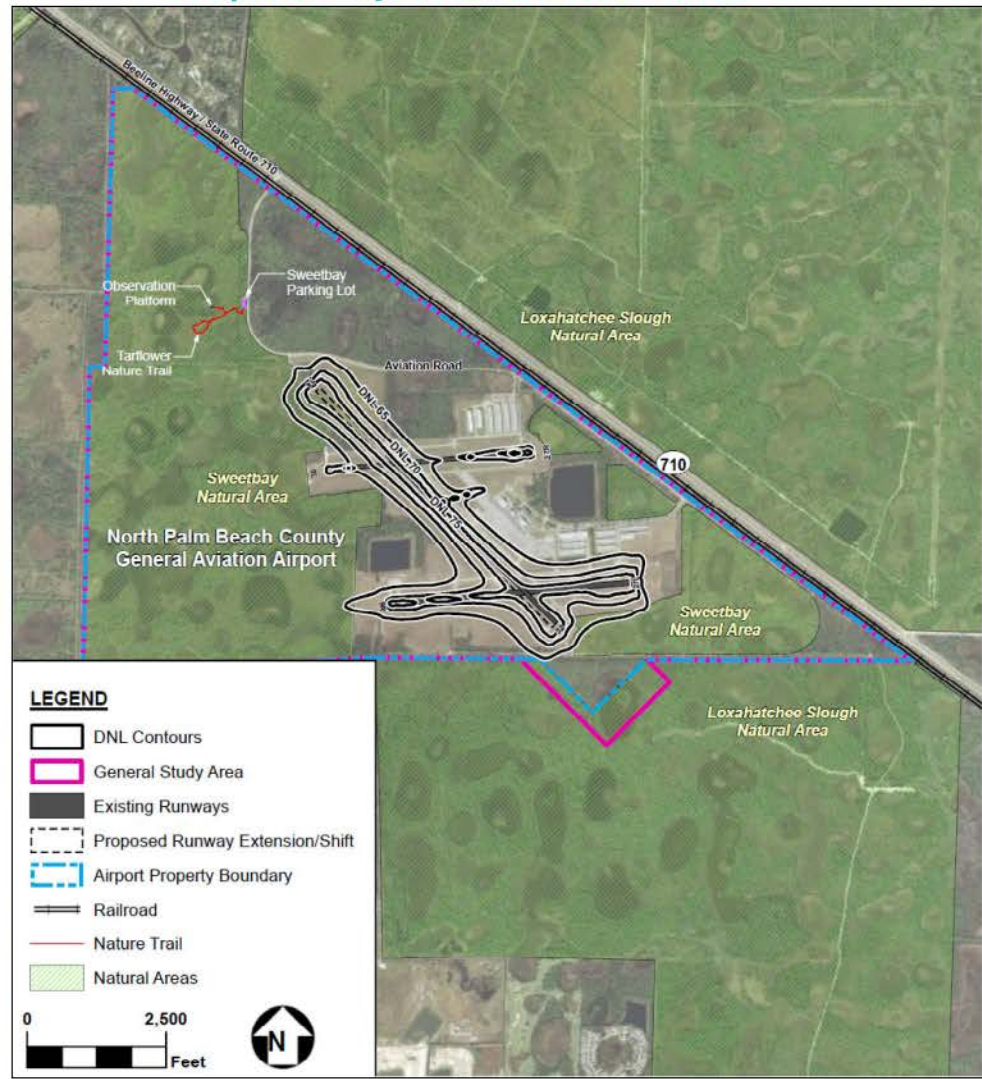
# Noise and Noise-Compatible Land Use

- FAA requires an analysis of noise exposure when development actions may change the exposure of individuals to aircraft noise in areas surrounding the airport.
- Under the Proposed Project, noise contours stay primarily within the Airport property boundary in 2025 and 2030.

Proposed Project – 2025 DNL Contours



Proposed Project – 2030 DNL Contours

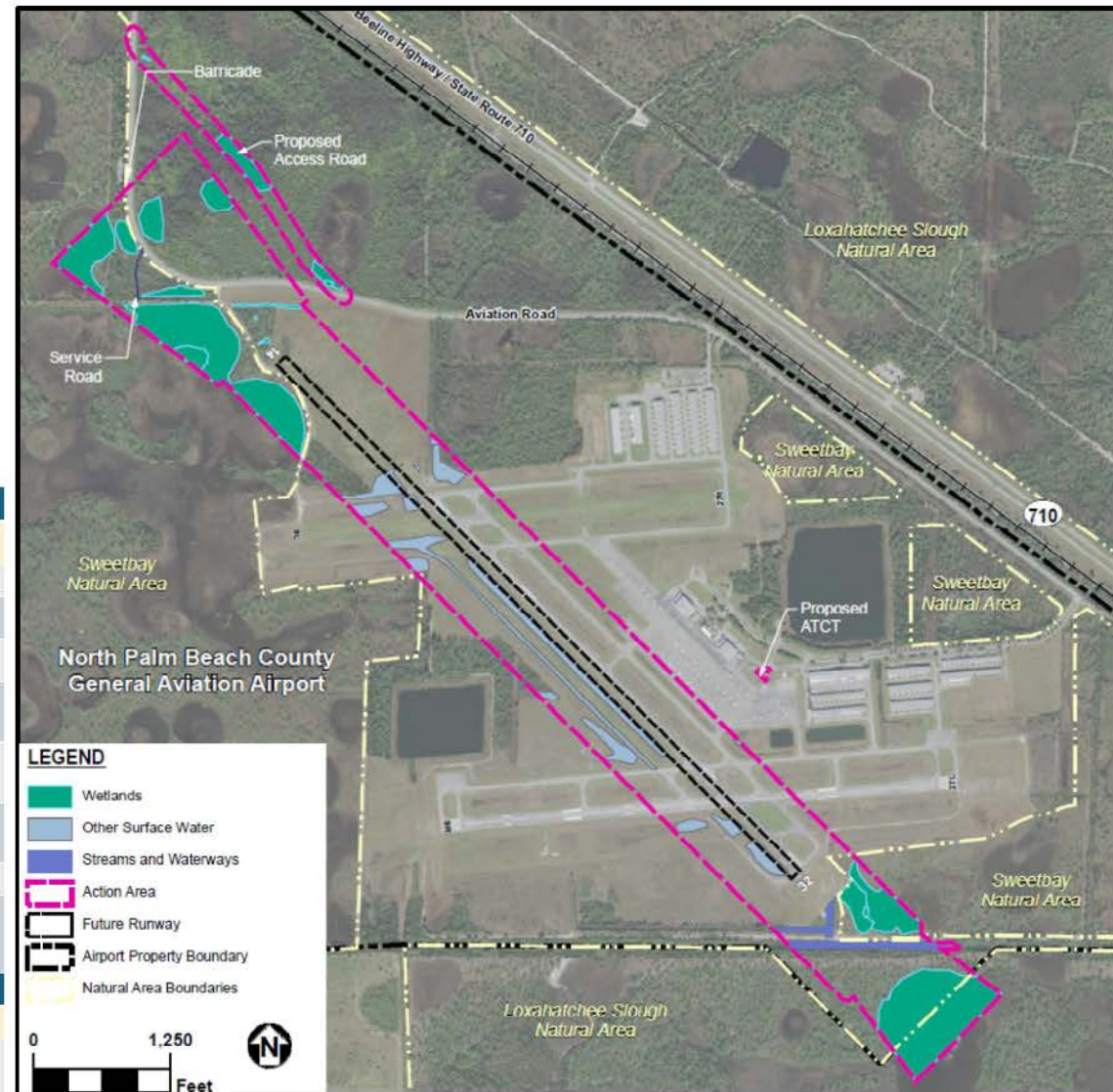


For more information, please see Section 3.11, Noise and Noise-Compatible Land Use, and Appendix B of the Draft EA



# Water Resources (including Wetlands)

- Water Resources assessed in EA include wetlands, floodplains, surface waters, and groundwater
- Wetland delineation and multiple habitat surveys were conducted for the entire project area
- Impacts will be further minimized during design
- Construction BMPs will be implemented to protect water resources
- There are no significant impacts to wetlands, surface waters, groundwater, or floodplains



Wetland Impacts	Acres
<b>Total</b>	<b>33.56</b>
Direct	12.56
Runway 14-32 Safety Areas (RSAs)	2.4
Airport Access Road	1.16
Runway 14-32 Object Free Areas (OFAs)	9
Indirect	Up to 21 acres of wetlands would be subject to selective and as-needed tree trimming
Sweetbay Natural Area	11.9 acres of wetlands would be directly impacted
Loxahatchee Natural Area	None
Mitigation Measures	Regulatory mitigation in accordance with SFWMD requirements in coordination with ERM
Other Surface Water Impacts	Acres
<b>Total Direct</b>	<b>36.76</b>
Mitigation Measures	<ul style="list-style-type: none"> <li>• Include swales/ditches and channelized waterways/canals around runway/taxiways</li> <li>• Serve to convey stormwater runoff and are part of the surface water management system</li> </ul>

For more information, please see Section 3.14, Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater) of the Draft EA



# Next Steps and Public Comments

## Next Steps

- FAA will review and prepare responses to comments on the Draft EA
- Prepare Final Environmental Assessment
- FAA issues its Decision Document

## Submitting Public Comments

- Public comment period ends on May 21, 2024.
- Written comments may be submitted to PBCDOA at the address below.

Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406

- Comments may also be submitted electronically to [F45EAComments@esassoc.com](mailto:F45EAComments@esassoc.com)
- All comments must be received by 5:00 p.m. Eastern on May 21, 2024
- **PRIVACY NOTICE:** Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

