North Palm Beach County General Aviation Airport Update

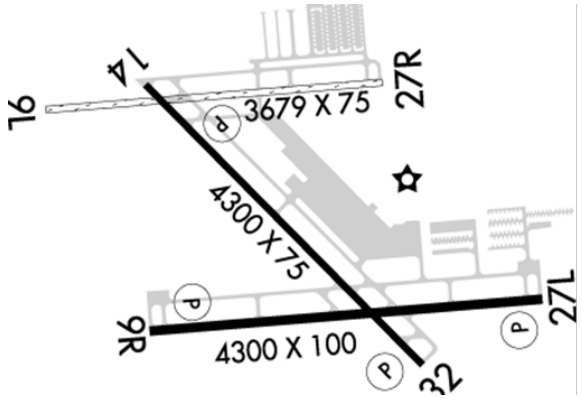
Avenir Community Meeting
November 4, 2026

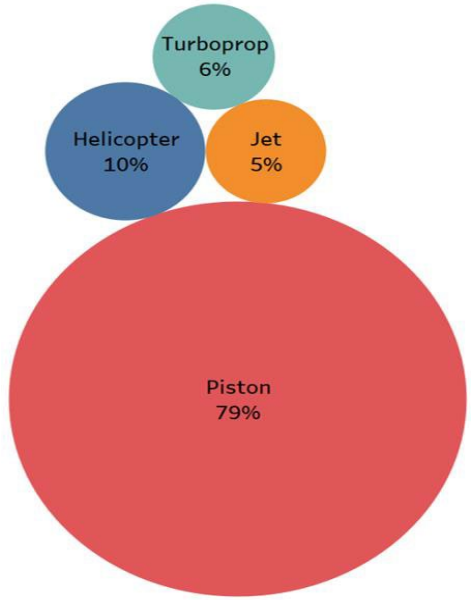
PRESENTED BY:

PALM BEACH COUNTY DEPARTMENT OF AIRPORTS

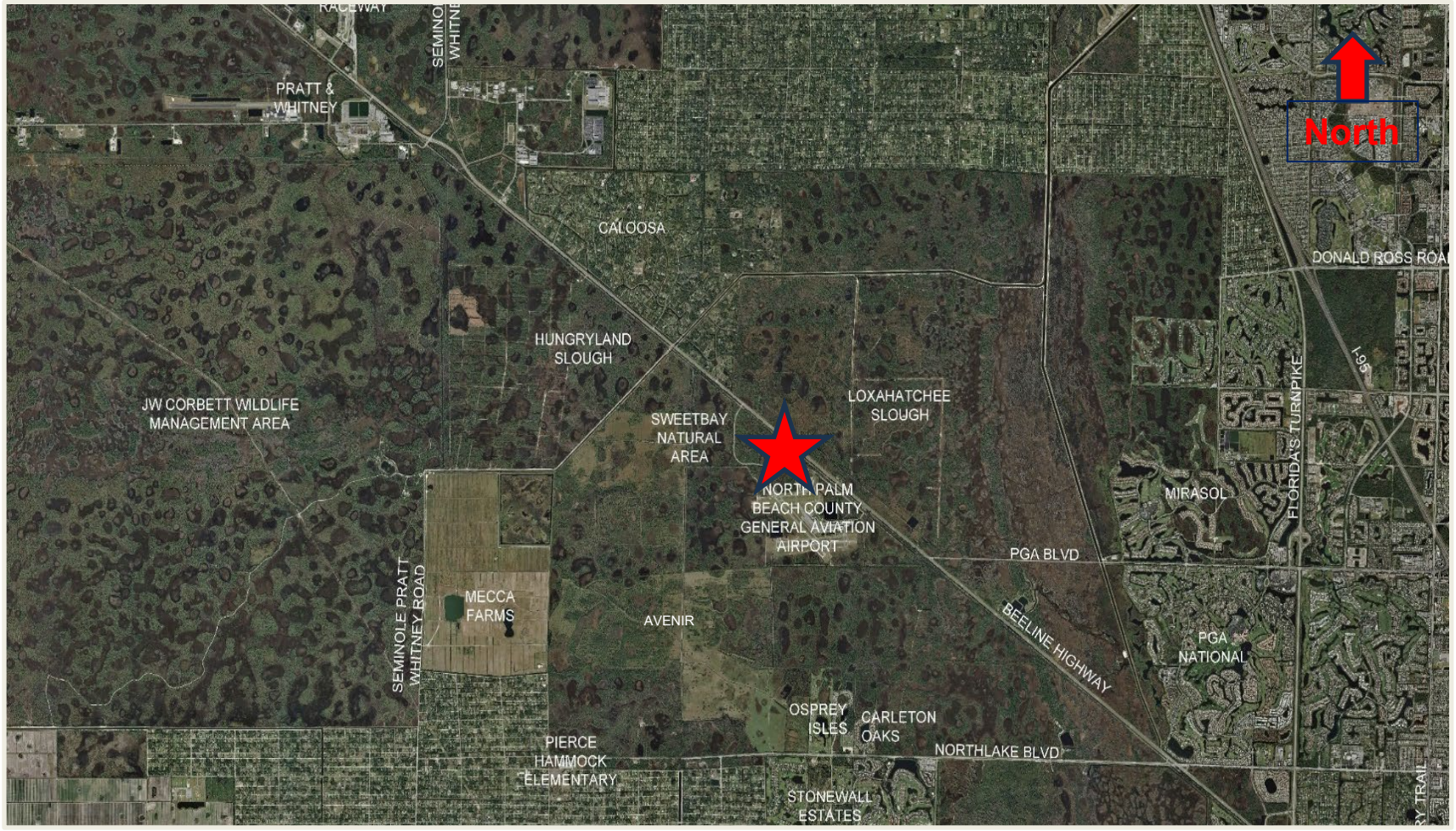
North Palm Beach County General Aviation Airport (F45)

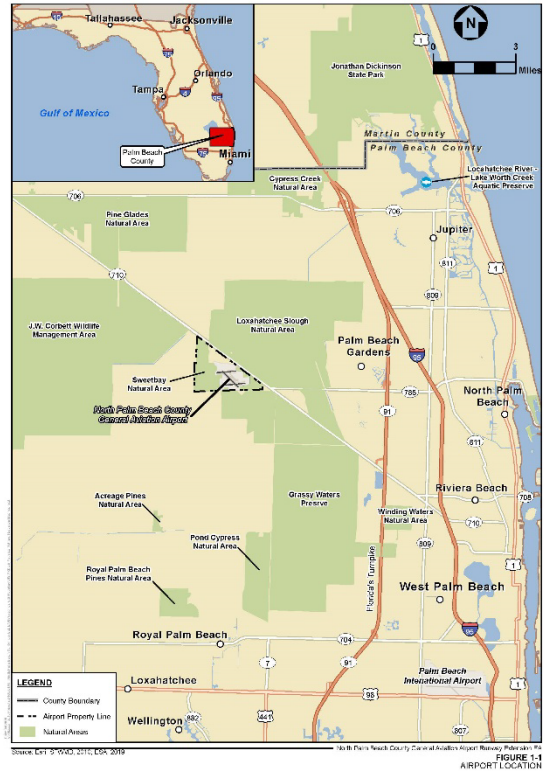
- **Three runways**
  - 9R/27L: 4300’ long; 100’ wide
  - 14/32: 4300’ long; 75’ wide
  - 9L/27R turf runway: 3679’ long; 75’ wide
- **Classified as a general aviation airport reliever to commercial service airport**
- **More than 250 based aircraft**
- **176 aircraft storage hangars**
- **Approximately 100,000 annual operations**





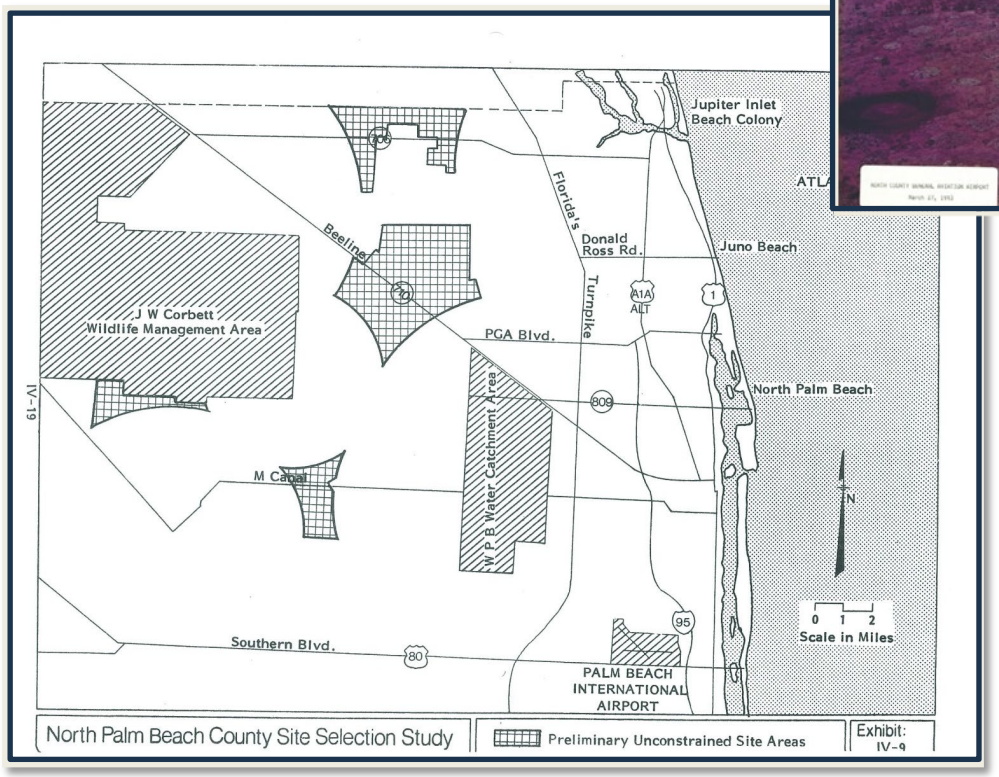
North Palm Beach County General Aviation Airport (F45) Location Map



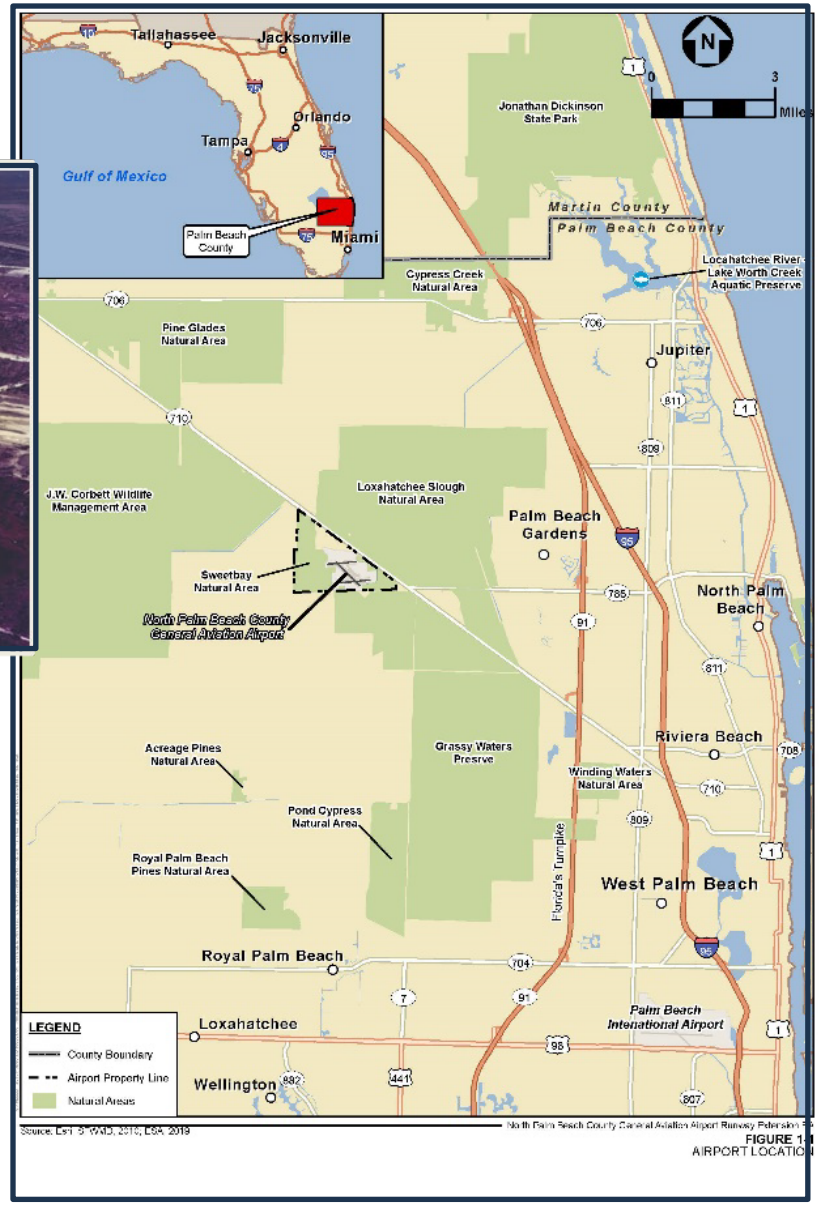


F45 Site Selection

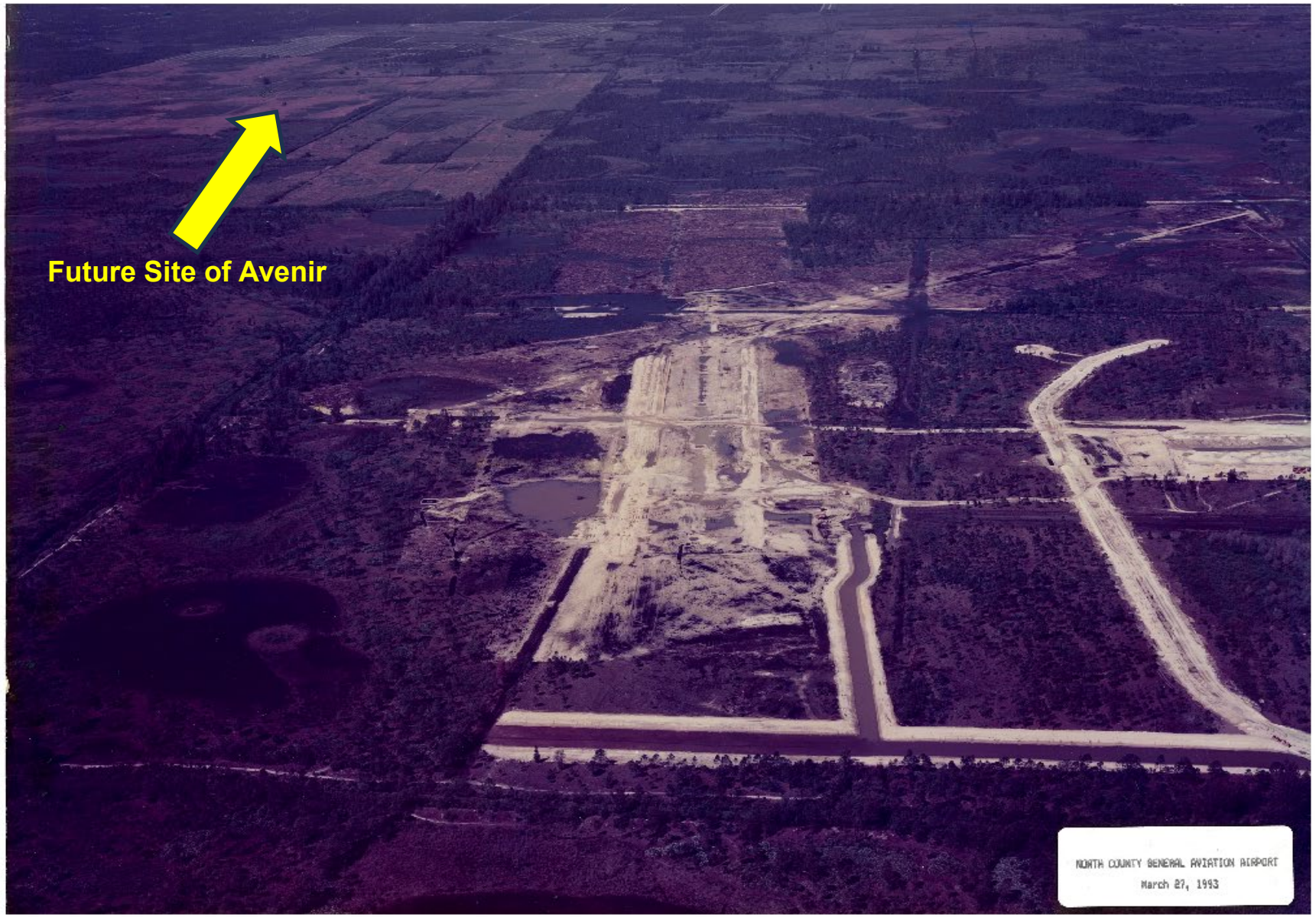
Preliminary Unconstrained Site Areas



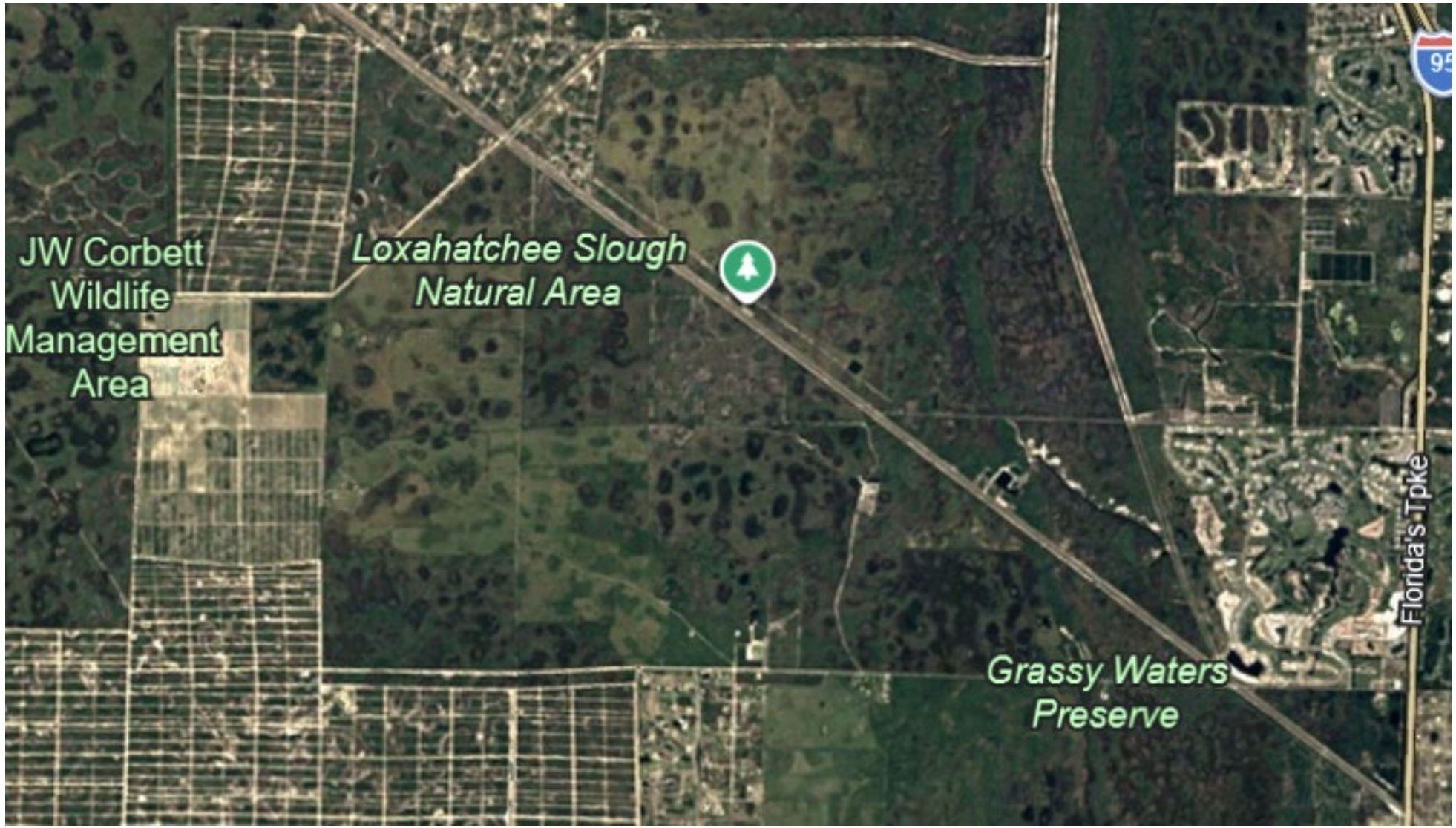




F45 Site Selection



F45 Site Selection - 1988



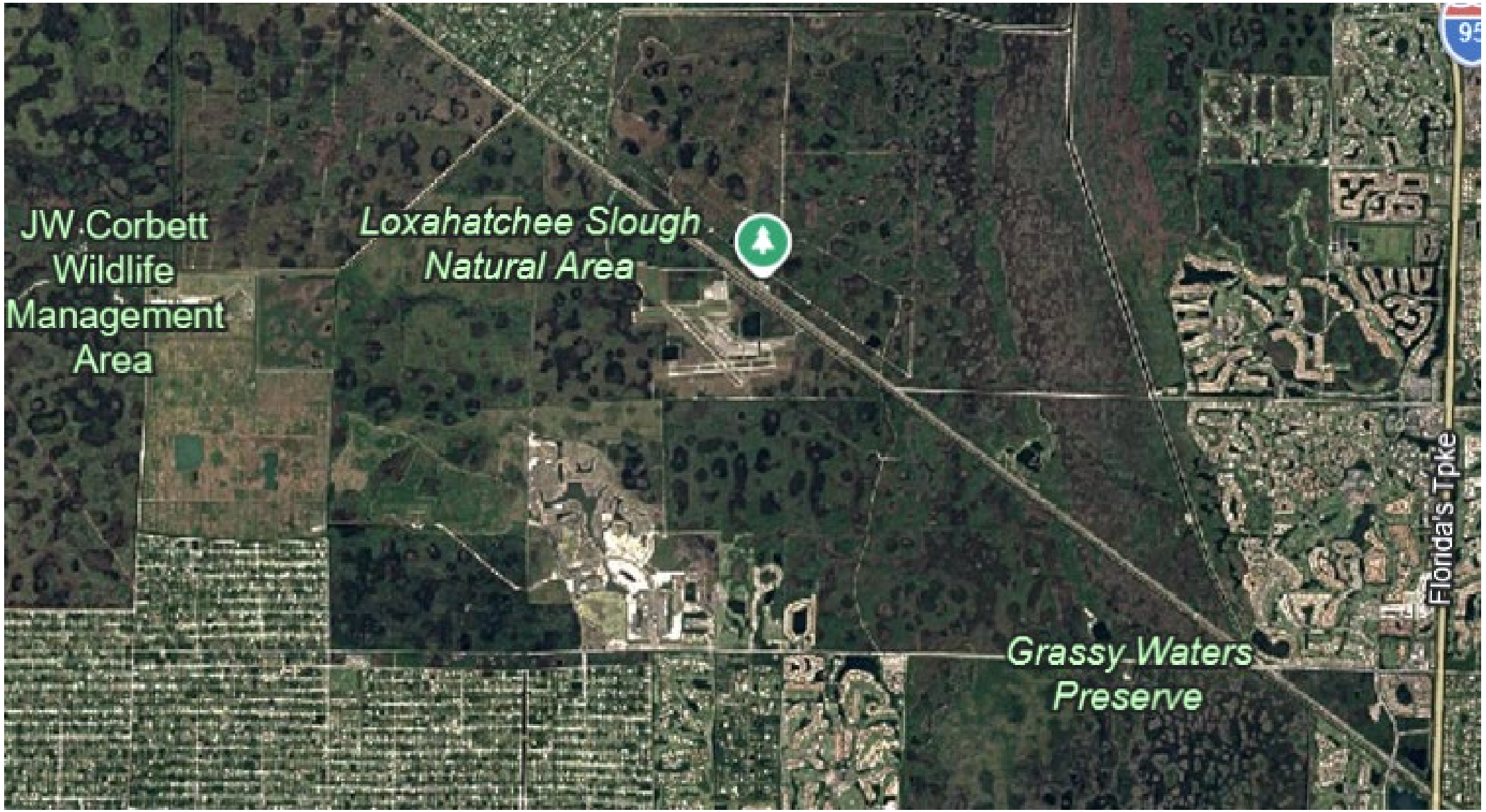
F45 Site Selection - 1994



F45 Site Selection - 2001



F45 Site Selection - 2020



F45 Site Selection - 2026



North Palm Beach County General Aviation Airport (F45)
Economic Impacts





Jobs

467

Employed



Payroll

$22.4

Million



Value Added

$36.5

Million



Economic Impact *(Output)*

$77.3

Million



Source: FDOT Aviation Economic Impact Study 2022

North Palm Beach County General Aviation Airport (F45)
Department of Airports Comments on Proposed Avenir Community

PALM BEACH COUNTY
BOARD OF COUNTY
COMMISSIONERS
Steven L. Abrams, Mayor
Priscilla A. Taylor, Vice Mayor
Hal R. Valeche
Paulette Burdick
Shelley Vana
Mary Lou Berger
Jess R. Santamaria

COUNTY ADMINISTRATOR
Robert Weisman

DEPARTMENT OF AIRPORTS

Palm Beach International Airport
GATEWAY TO
the Best of Everything!

April 25, 2013

Mr. Ron Ferris
City Manager
City of Palm Beach Gardens
10500 N. Military Trail
Palm Beach Gardens, FL 33410

Dear Mr. Ferris:

Pursuant to the request made at the meeting on April 10, 2013, attached please find the flight track information taken from actual operational data at the North Palm Beach County General Aviation Airport (F45). Department of Airports' staff identified a day in each calendar quarter over the last twelve (12) months where there was a significant amount of air traffic on the crosswind runway, Runway 13-31; as such, the graphics depict the arrivals and departures on June 23, 2012, September 24, 2012, December 12, 2012 and March 2, 2013. The numbers shown in the top right corner of each plot represent the total number of arrivals (ARR) and departures (DEP) for the entire airport on the particular day.

Also included is a graphic showing representative aircraft currently operating at F45 compared to those business jets that may be expected to utilize the airport with improvements made to the airfield. The aircraft are illustrated to scale to show the relative size comparison between the aircraft commonly using the airfield today to those that may be operating there in the future. This is merely a sample of the fleet mix that may operate there in the future and should not be interpreted as the only business/corporate aircraft that can or will operate there.

I hope you find this information helpful. Should you have any additional questions or require any further information, please feel free to contact me at your earliest convenience at (561) 471-7423.

Sincerely,

Jerry L. Allen, A.A.E.
Deputy Director
Palm Beach County Department of Airports

Attachments

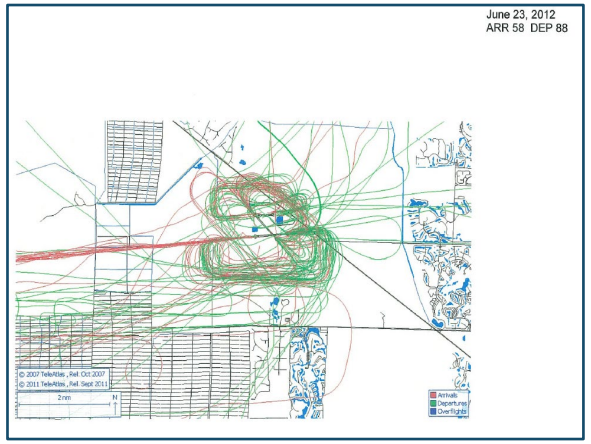
846 PALM BEACH INTERNATIONAL AIRPORT
West Palm Beach, Florida 33406-1470
(561) 471-7412 FAX: (561) 471-7427 www.pbia.org

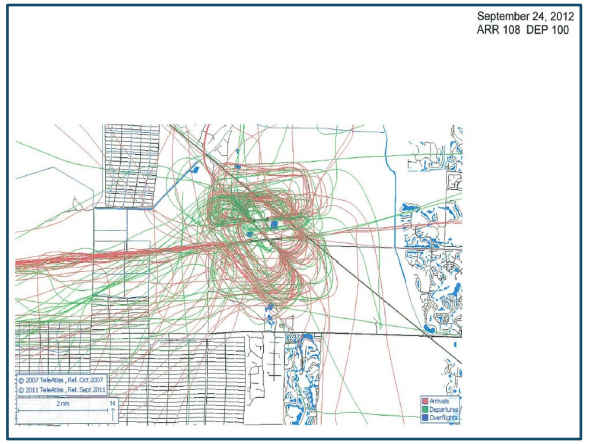
PALM BEACH COUNTY GLADES AIRPORT
Pahokee

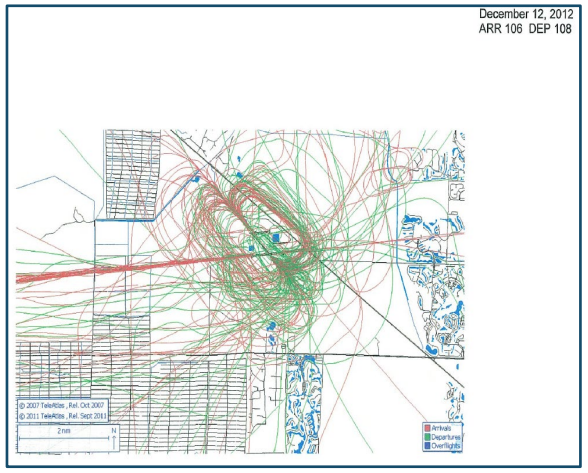
PALM BEACH COUNTY PARK AIRPORT
Lantana

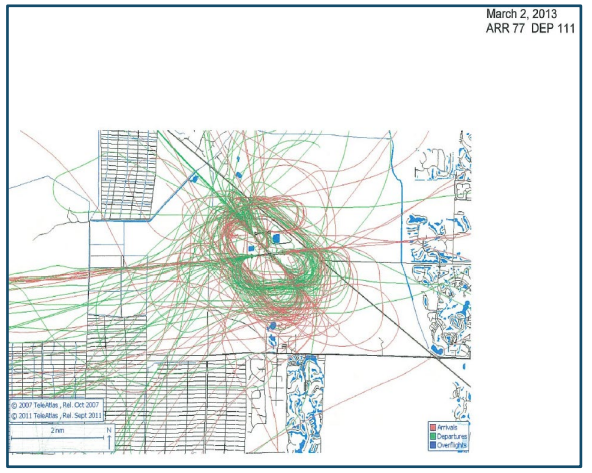
NORTH COUNTY GENERAL AVIATION AIRPORT
Palm Beach Gardens

"An Equal Opportunity-Affirmative Action Employer"

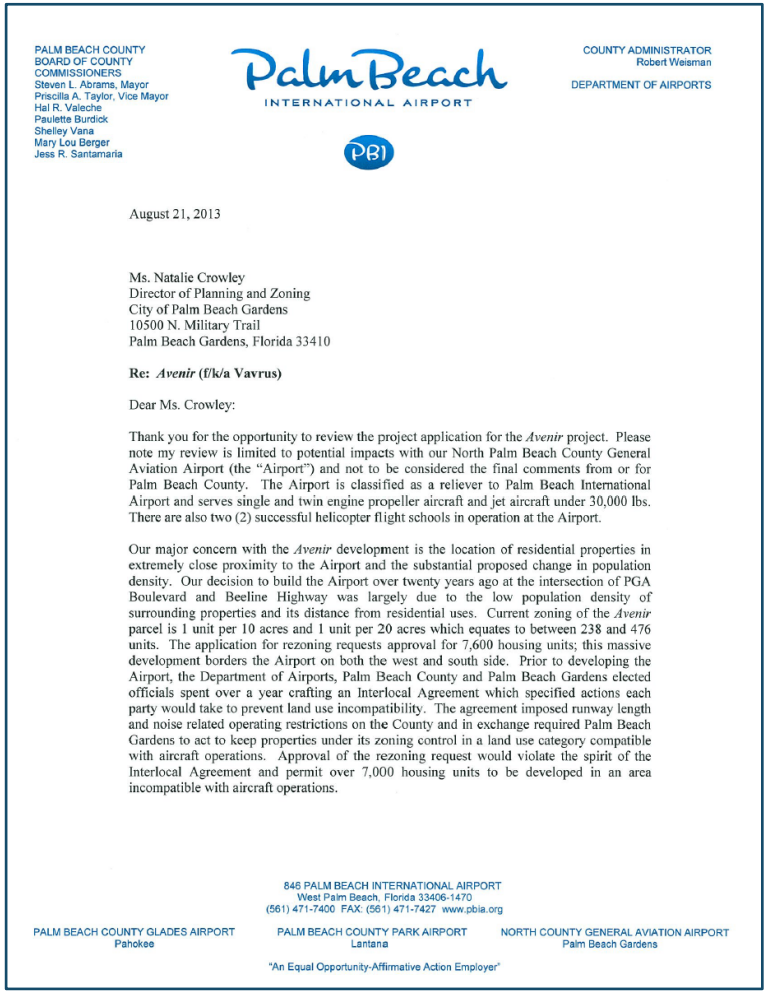








North Palm Beach County General Aviation Airport (F45)
Department of Airports Comments on Proposed Avenir Community



PALM BEACH COUNTY
BOARD OF COUNTY
COMMISSIONERS
Steven L. Abrams, Mayor
Priscilla A. Taylor, Vice Mayor
Hal R. Valeche
Paulette Burdick
Shelley Vana
Mary Lou Berger
Jess R. Santamaria

Palm Beach
INTERNATIONAL AIRPORT

PBI

COUNTY ADMINISTRATOR
Robert Weisman

DEPARTMENT OF AIRPORTS

August 21, 2013

Ms. Natalie Crowley
Director of Planning and Zoning
City of Palm Beach Gardens
10500 N. Military Trail
Palm Beach Gardens, Florida 33410

Re: *Avenir* (f/k/a Vavrus)

Dear Ms. Crowley:

Thank you for the opportunity to review the project application for the *Avenir* project. Please note my review is limited to potential impacts with our North Palm Beach County General Aviation Airport (the "Airport") and not to be considered the final comments from or for Palm Beach County. The Airport is classified as a reliever to Palm Beach International Airport and serves single and twin engine propeller aircraft and jet aircraft under 30,000 lbs. There are also two (2) successful helicopter flight schools in operation at the Airport.

Our major concern with the *Avenir* development is the location of residential properties in extremely close proximity to the Airport and the substantial proposed change in population density. Our decision to build the Airport over twenty years ago at the intersection of PGA Boulevard and Beeline Highway was largely due to the low population density of surrounding properties and its distance from residential uses. Current zoning of the *Avenir* parcel is 1 unit per 10 acres and 1 unit per 20 acres which equates to between 238 and 476 units. The application for rezoning requests approval for 7,600 housing units; this massive development borders the Airport on both the west and south side. Prior to developing the Airport, the Department of Airports, Palm Beach County and Palm Beach Gardens elected officials spent over a year crafting an Interlocal Agreement which specified actions each party would take to prevent land use incompatibility. The agreement imposed runway length and noise related operating restrictions on the County and in exchange required Palm Beach Gardens to act to keep properties under its zoning control in a land use category compatible with aircraft operations. Approval of the rezoning request would violate the spirit of the Interlocal Agreement and permit over 7,000 housing units to be developed in an area incompatible with aircraft operations.

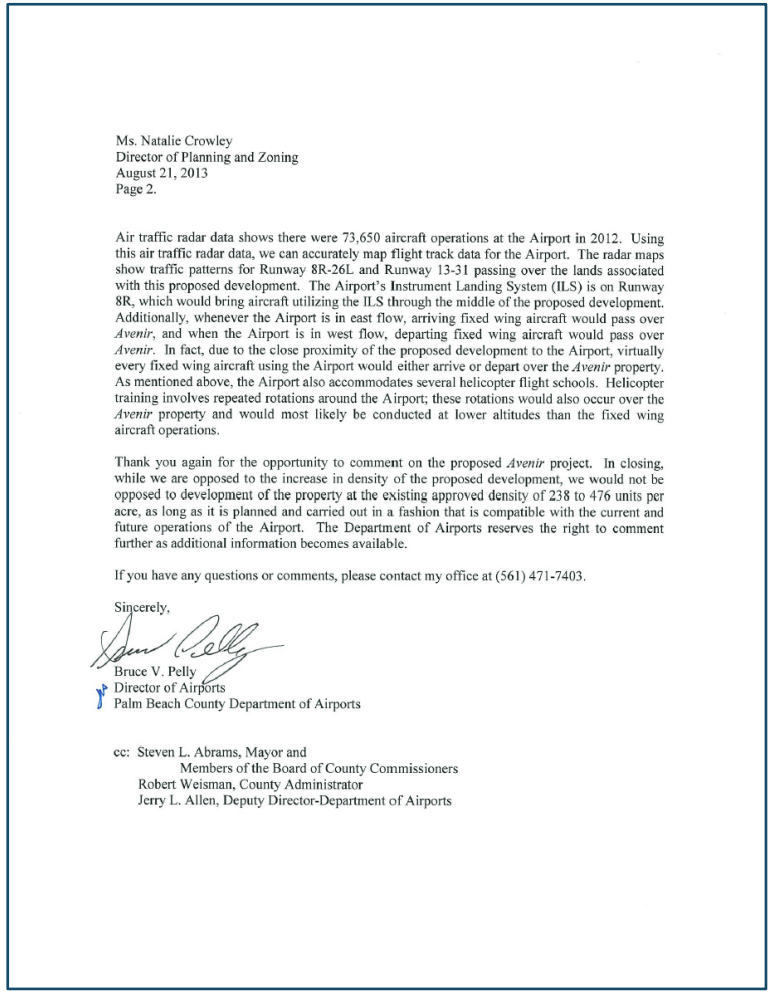
846 PALM BEACH INTERNATIONAL AIRPORT
West Palm Beach, Florida 33406-1470
(561) 471-7400 FAX: (561) 471-7427 www.pbia.org

PALM BEACH COUNTY GLADES AIRPORT
Pahokee

PALM BEACH COUNTY PARK AIRPORT
Lantana

NORTH COUNTY GENERAL AVIATION AIRPORT
Palm Beach Gardens

"An Equal Opportunity-Affirmative Action Employer"



Ms. Natalie Crowley
Director of Planning and Zoning
August 21, 2013
Page 2.

Air traffic radar data shows there were 73,650 aircraft operations at the Airport in 2012. Using this air traffic radar data, we can accurately map flight track data for the Airport. The radar maps show traffic patterns for Runway 8R-26L and Runway 13-31 passing over the lands associated with this proposed development. The Airport's Instrument Landing System (ILS) is on Runway 8R, which would bring aircraft utilizing the ILS through the middle of the proposed development. Additionally, whenever the Airport is in east flow, arriving fixed wing aircraft would pass over *Avenir*, and when the Airport is in west flow, departing fixed wing aircraft would pass over *Avenir*. In fact, due to the close proximity of the proposed development to the Airport, virtually every fixed wing aircraft using the Airport would either arrive or depart over the *Avenir* property. As mentioned above, the Airport also accommodates several helicopter flight schools. Helicopter training involves repeated rotations around the Airport; these rotations would also occur over the *Avenir* property and would most likely be conducted at lower altitudes than the fixed wing aircraft operations.

Thank you again for the opportunity to comment on the proposed *Avenir* project. In closing, while we are opposed to the increase in density of the proposed development, we would not be opposed to development of the property at the existing approved density of 238 to 476 units per acre, as long as it is planned and carried out in a fashion that is compatible with the current and future operations of the Airport. The Department of Airports reserves the right to comment further as additional information becomes available.

If you have any questions or comments, please contact my office at (561) 471-7403.

Sincerely,

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

cc: Steven L. Abrams, Mayor and
Members of the Board of County Commissioners
Robert Weisman, County Administrator
Jerry L. Allen, Deputy Director-Department of Airports

North Palm Beach County General Aviation Airport (F45)
Avenir Development Order

- The Development Order for Avenir, Resolution 4, 2016, includes a specific Condition of Approval that requires a disclosure be provided in the Homeowners Association Declarations for any residential community within the flight paths of the North Palm Beach County GA Airport.

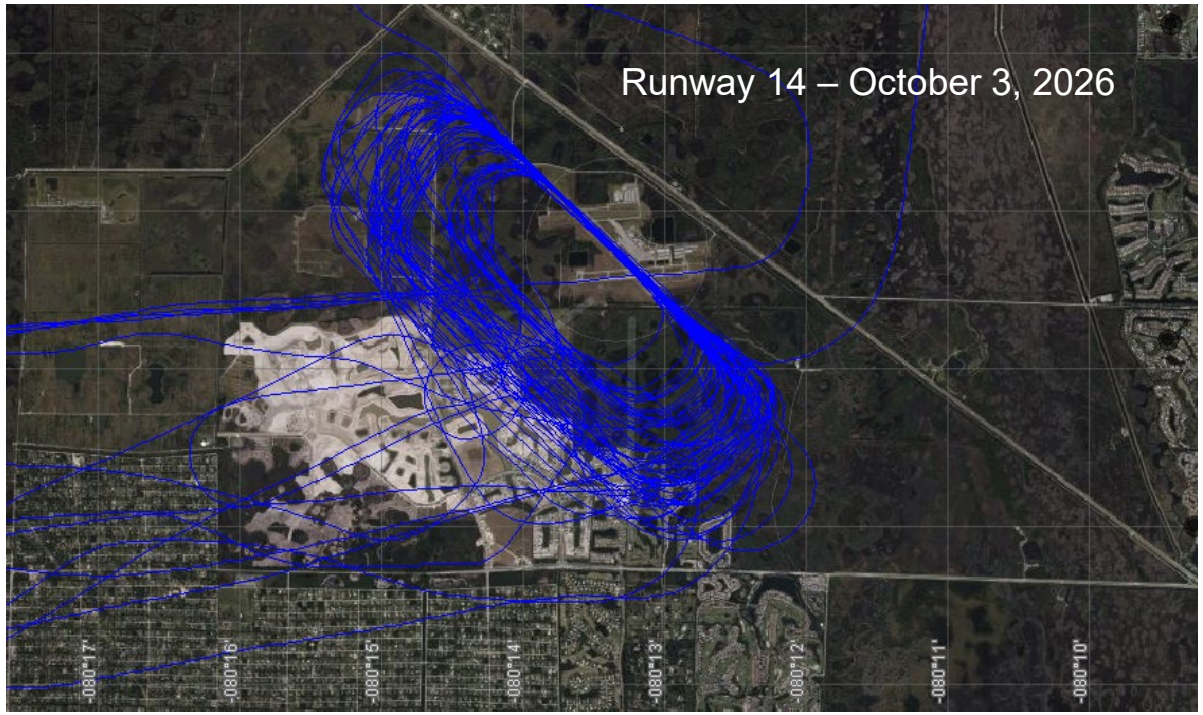
- Specifically, Condition of Approval #124 of Resolution 4, 2016 states:

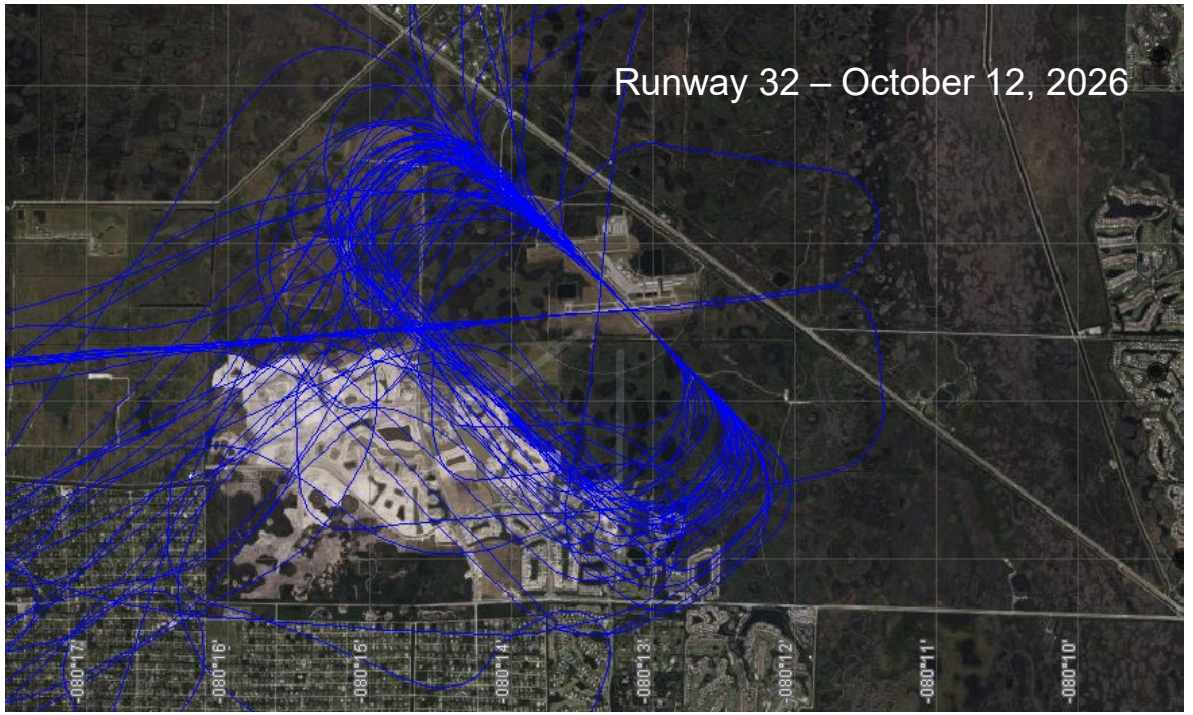
    - "The Applicant shall include the following language in a Homeowners Association Declaration for any residential community within the flight paths of the Northern Palm Beach County Airport:

    - NOTICE: The property subject of this Declaration is in the vicinity of the Palm Beach County North County Airport ("Airport"). Therefore, 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. Any buyer should conduct any investigation that the buyer deems prudent and necessary to assess the impact, if any, of the Airport, including, but not limited, to airport-related noise that may affect the buyer's use and enjoyment of the property."

Where do aircraft fly on a typical day?

Flight Tracks for Runway 14/32

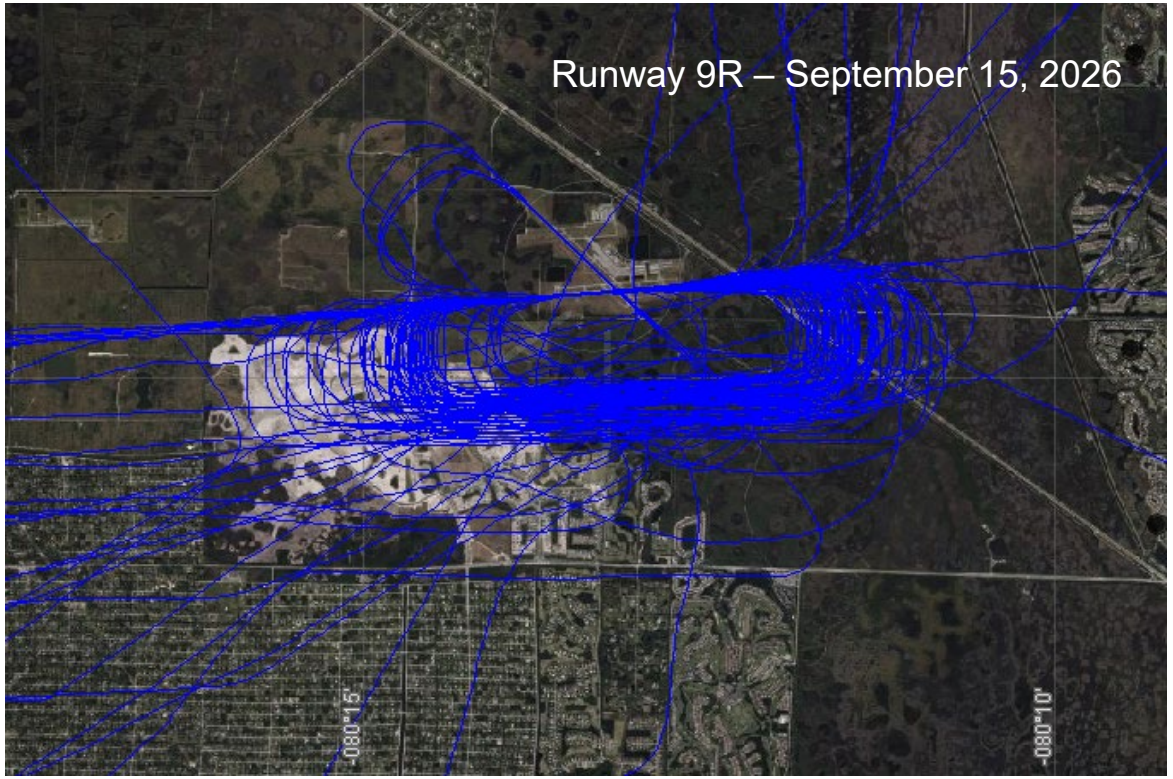


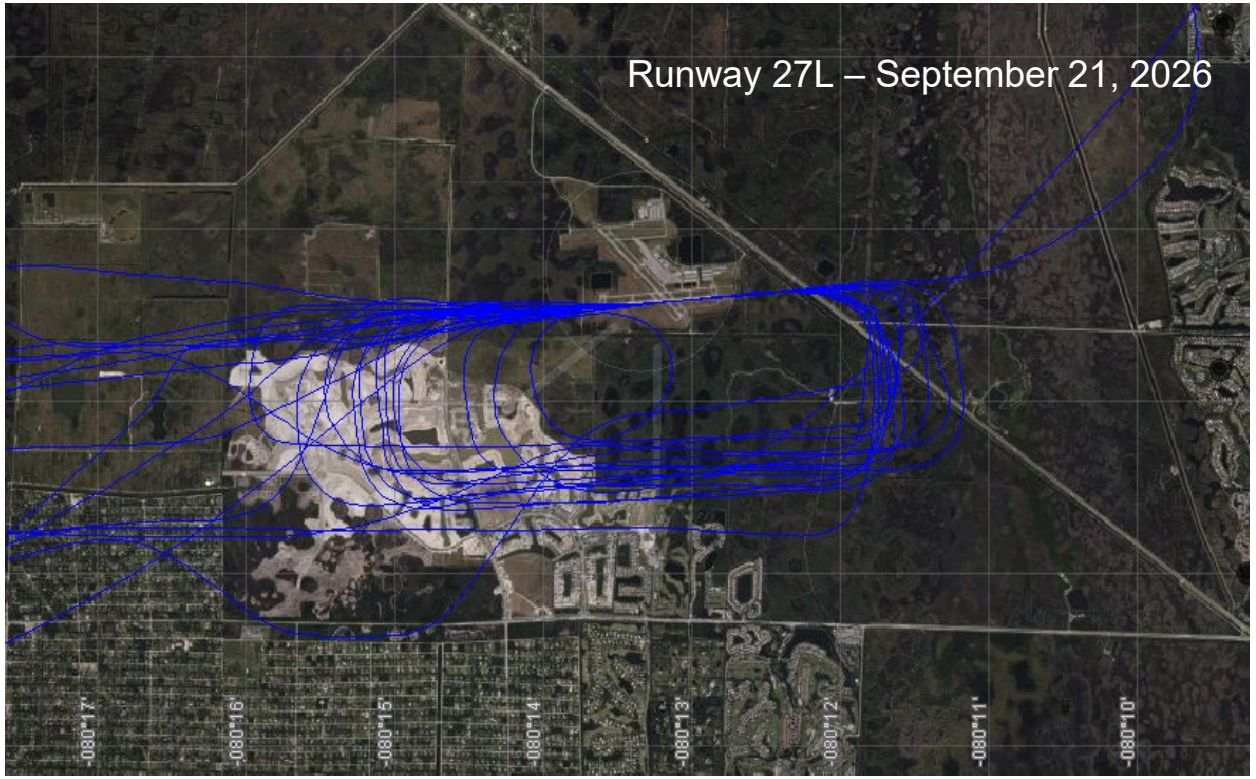


Please note: The above graphics only show the operations on the specific day indicated for the specific runway indicated to illustrate the representative flight tracks; this information does not show all operations for that specific day.

Where do aircraft fly on a typical day?

Flight Tracks for Runway 9R/27L





Please note: The above graphics only show the operations on the specific day indicated for the specific runway indicated to illustrate the representative flight tracks; this information does not show all operations for that specific day.

Federal Control of Airspace

- "The United States Government has exclusive sovereignty of airspace of the United States." 49 U.S.C. § 40103(a)(1).
- FAA has the exclusive authority over:
  - Aircraft in flight
  - Air traffic control
  - Flight paths
  - Flight procedures (STARs, SIDs, NextGen, etc.)
- The County, as the airport owner, cannot prohibit or restrict flight training because the regulation of aircraft operations is preempted by federal law, falling under the exclusive authority of the FAA.
- The County can work collaboratively with flight schools, pilots, the FAA and surrounding communities to develop voluntary noise abatement procedures related to airport use, encourage operational best practices, promote pilot education and facilitate ongoing community engagement to help to reduce noise impacts.

Next Steps

- Engage consultants to review current flight training activities/procedures and provide potential recommendations to reduce community impacts
- Evaluate potential changes as a part of the upcoming Airport Master Plan Update to the extent recommendations would require any modifications to airport facilities
- Coordinate with airport users/tenants and community members for public awareness and involvement throughout the process
  - Any improvements are likely to be incremental, will not result in the elimination of aircraft overflights or noise due to the proximity to the airport and will require ongoing coordination
  - While we are committed to identifying potential opportunities to reduce noise impacts, there are no quick or simple solutions

Appendices

Interlocal Agreement – Use Restrictions (1990)

NORTH COUNTY GENERAL AVIATION FACILITY USE RESTRICTIONS

1. CONSTRUCTED IN ACCORDANCE WITH THE FAA STANDARDS, THE SOUTHERN EAST-WEST RUNWAY WILL BE LIMITED TO 4,300 FEET IN LENGTH WITH A MAXIMUM 12,500 POUND LIMITATION. THE NORTHERN EAST-WEST RUNWAY WILL BE LIMITED TO 3,700 FEET IN LENGTH. THE CROSSWIND RUNWAY WILL BE LIMITED TO 4,300 FEET IN LENGTH.

2. IN ACCORDANCE WITH THE FAA AIRSPACE DETERMINATION, RUNWAY ALIGNMENT FOR THE EAST-WEST RUNWAYS WILL BE 08-26. RUNWAY ALIGNMENT FOR THE CROSSWIND RUNWAY WILL BE 13-31.

3. THE PALM BEACH COUNTY DEPARTMENT OF AIRPORTS, IN THEIR PROPRIETARY CAPACITY OF OPERATING THE NORTH COUNTY AIRPORT, WILL RESTRICT FLIGHT TRAINING ACTIVITIES TO NON-POPULATED AREAS BY INCLUDING IN ITS LEASES WITH EACH RESIDENT FIXED BASE OPERATOR WHO CONDUCTS FLIGHT TRAINING A REQUIREMENT THAT FLIGHT TRAINING PROCEDURES WILL BE DESIGNED TO KEEP THE FLIGHT TRAINING ACTIVITIES AWAY FROM THE POPULATED PORTIONS OF PALM BEACH GARDENS.

4. AIRCRAFT ALLOWED TO USE THE AIRPORT WILL BE THOSE SPECIFICALLY IDENTIFIED IN FAA ADVISORY CIRCULAR 36-3E THAT COMPLY WITH THE FAA COMPUTER MODEL DETERMINATIONS USING A 65 dba NOISE LEVEL UPON DESIGNATED MONITORING SITES IN THE RESIDENTIAL AREA EXISTING AS OF FEBRUARY 1988 IN THE CITY OF PALM BEACH GARDENS AND OTHER RESIDENTIAL COMMUNITIES, INCLUDING P.G.A. NATIONAL RESORT COMMUNITY, WHILE USING NOISE ABATEMENT FLIGHT TRACKS AND NOISE ABATEMENT PROFILES DEVELOPED, IMPLEMENTED, MONITORED AND ENFORCED BY PALM BEACH COUNTY.

5. NIGHTTIME OPERATIONS - NIGHTTIME OPERATIONAL PROCEDURES SHALL BE IN EFFECT BETWEEN 10:00 P.M. AND 6:00 A.M. DURING THOSE HOURS THE NORTHWEST-SOUTHEAST RUNWAY WILL BE THE PREFERRED RUNWAY UTILIZED, EXCEPT WHEN CONDITIONS DO NOT ALLOW A NORTHWEST-SOUTHEAST OPERATION. IN SUCH AN EVENT, WESTERLY DEPARTURES WILL BE THE PREFERRED RUNWAY UTILIZED UNLESS WIND CONDITIONS ARE PROHIBITIVE; AND, IN THAT EVENT ONLY EASTERLY DEPARTURES MAY BE CONDUCTED BY AIRCRAFT IDENTIFIED IN RULE NO. 4 ABOVE.

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.

7. AIRCRAFT NOISE EMISSION LEVEL OF AIRCRAFT USING THE AIRPORT WILL NOT EXCEED 65 dba MAXIMUM WITHIN THE PRESENT RESIDENTIAL AREAS OF THE CITY OF PAL BEACH GARDENS AS DETERMINED AND IDENTIFIED IN RULE NO. 4 ABOVE.

8. INSTRUMENT LANDING SYSTEM (ILS), IF INSTALLED, WILL PERTAIN TO LANDINGS FROM THE WEST ONLY.

9. PALM BEACH COUNTY WILL PROHIBIT ALL REGULARLY SCHEDULED COMMERCIAL AIR CARRIER PASSENGER FLIGHTS.

10. A FINE SYSTEM FOR AIRCRAFT USING THE AIRPORT IN VIOLATION OF THESE RULES OF PALM BEACH COUNTY DEPARTMENT OF AIRPORTS SHALL BE AS FOLLOWS:

FIRST OFFENSE:	WARNING
SECOND OFFENSE:	$100 FOR EACH SUCH SECOND OFFENSE AND $100.00 FOR EACH DECIBEL OVER THAT DETERMINED UNDER RULE NO. 4 ABOVE.
THIRD OFFENSE:	SUSPEND USE OF AIRPORT FACILITIES

11. PALM BEACH COUNTY AND THE COMMUNITY OF PALM BEACH GARDENS WILL ACT TO KEEP THOSE AREAS BETWEEN THE P.G.A. NATIONAL RESORT COMMUNITY AND THE PROPOSED AVIATION FACILITY IN A LAND USE CATEGORY COMPATIBLE WITH AIRCRAFT OPERATIONS.

12. AN AIRPORT MANAGER WILL BE EMPLOYED TO ASSIST IN ENFORCEMENT OF RESTRICTIONS.

F45 Airport & Runway Extension Project History



Interlocal Agreement with City of Palm Beach Gardens

1990 Interlocal Agreement

1. CONSTRUCTED IN ACCORDANCE WITH THE FAA STANDARDS, THE SOUTHERN EAST-WEST RUNWAY WILL BE LIMITED TO 4,300 FEET IN LENGTH WITH A MAXIMUM 12,500 POUND LIMITATION. THE NORTHERN EAST-WEST RUNWAY WILL BE LIMITED TO 3,700 FEET IN LENGTH. THE CROSSWIND RUNWAY WILL BE LIMITED TO 4,300 FEET IN LENGTH.

2016 Addendum to Interlocal Agreement

SECTION 1: Exhibit "B" to the Agreement is hereby amended to strike the last sentence of Paragraph 1 in its entirety and replace it with the following:

THE CROSSWIND RUNWAY WILL BE LIMITED TO 6,000 FEET IN LENGTH. THE AIRCRAFT APPROACH CATEGORY FOR RUNWAY 13/31 WILL BE A CATEGORY C (APPROACH SPEED 121 KNOTS OR MORE, BUT LESS THAN 141 KNOTS), AND THE AIRPLANE DESIGN GROUP WILL BE GROUP II (WINGSPAN OF 49 FEET OR MORE, BUT LESS THAN 79 FEET).

SECTION 2: Upon completion of an extension of the crosswind runway to 6,000 feet, the COUNTY, by and through its Department of Airports, shall submit all necessary and appropriate applications to the Federal Aviation Administration (FAA) for the construction and funding of an air traffic control tower at the North County Airport pursuant to 49 U.S.C. §47124 ("ATC Contract Program") and diligently pursue FAA approval through completion. Upon receipt of the aforementioned approval and funding, the COUNTY will cause an air traffic control tower to be constructed in accordance with the ATC Contract Program and applicable federal regulations. The CITY agrees that the COUNTY's obligations under this SECTION 2 shall be subject to and contingent upon the FAA's agreement to provide for the operation of the air traffic control tower at no cost to the COUNTY. The COUNTY specifically acknowledges that the CITY is expressly relying upon the terms, conditions, and covenants set forth in this SECTION 2, and the COUNTY's compliance herewith as the consideration for which the CITY grants its consent to allow the COUNTY to increase the length of the crosswind runway to 6,000 feet.

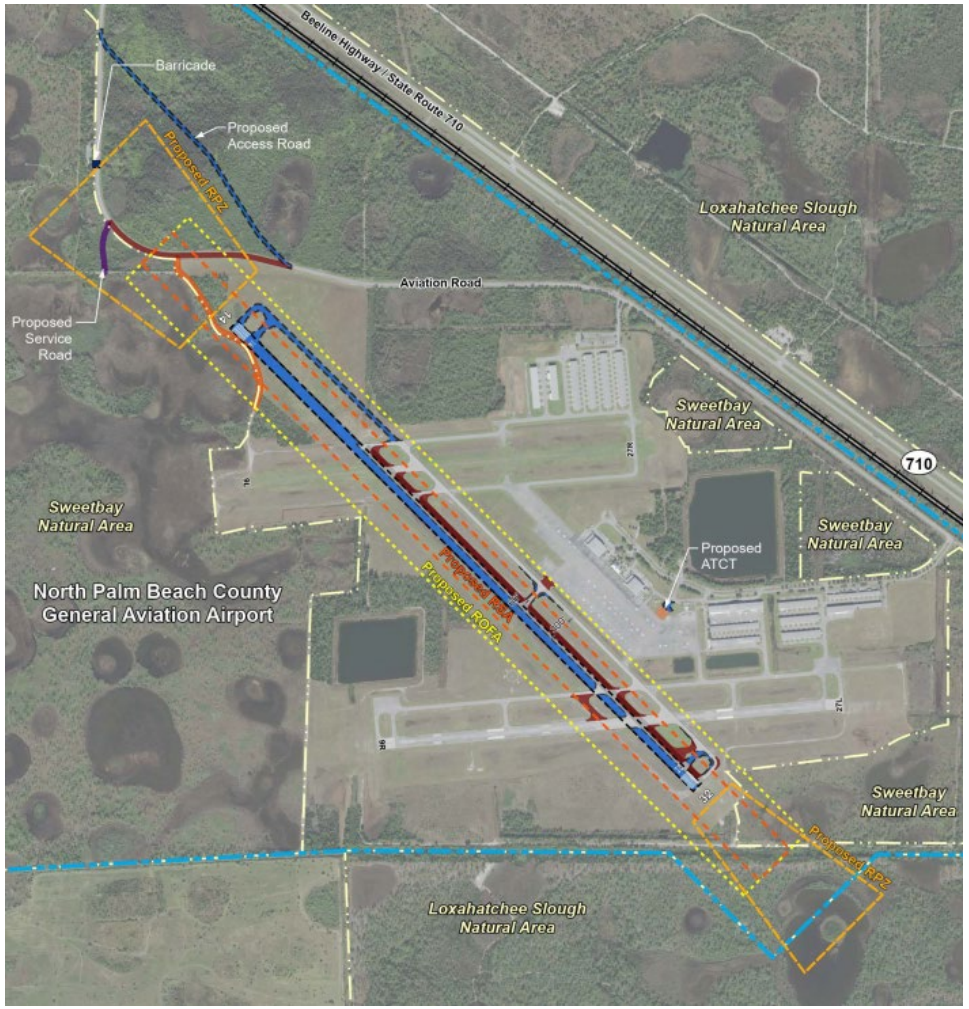
F45 Runway Expansion Project

Project Need

- Existing runway length limits usefulness as a reliever airport, requiring reduced fuel, payload & passenger for certain aircraft to be able to safely operate at the airport
- Will improve operational safety margins, including takeoff/landing performance and safer operations in adverse weather or high-temperature conditions

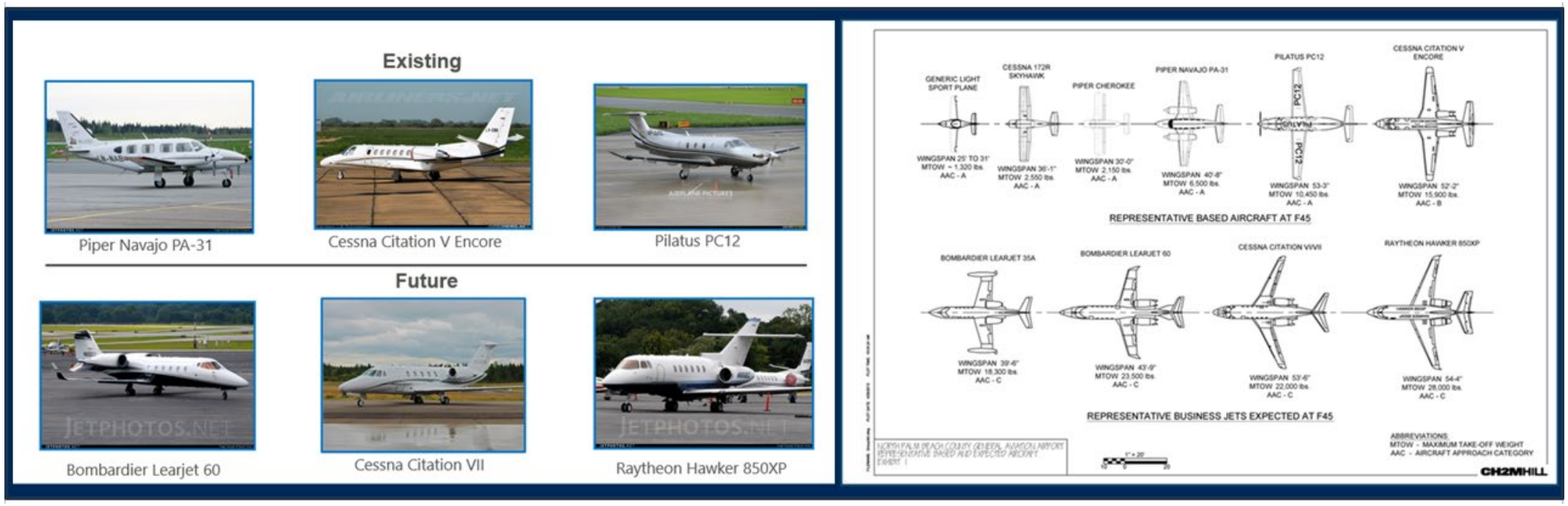
14/32 Expansion Project Overview

- Existing: 75’ wide; 4,300’ long
- Future: 100’ wide (25’ wider); 6000’ long (1,700’ extension to the northwest)
- Extension of parallel taxiway
- Relocation of entrance roadway



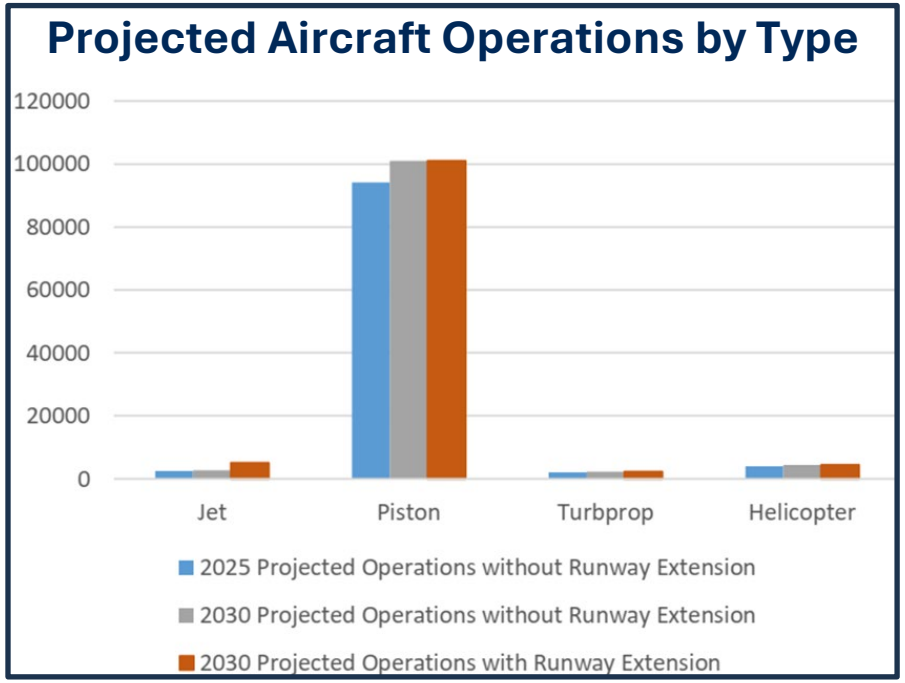
F45 Runway Expansion Project Status

- Environmental Assessment (EA) completed December 2024 with Finding of No Significant Impact (FONSI)
- Currently under design
- Final construction timeline based on available funding



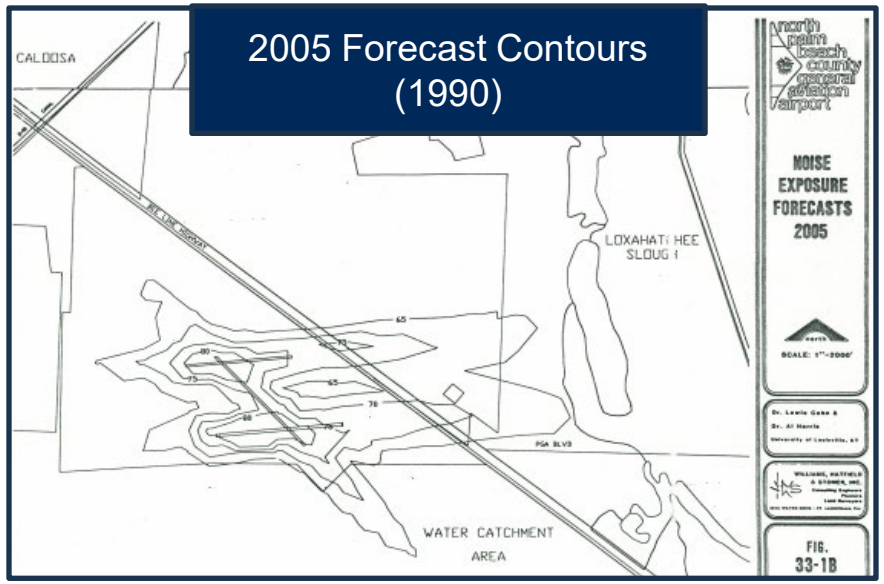
Key Points

- **No changes to arrival & departure paths**
- **No significant change in aircraft size is anticipated**
- **No commercial air carriers can operate at F45**
  - F45 does not satisfy the certification requirements to operate as a commercial service airport
- **No significant change in noise contours**
  - Annual operations are anticipated to increase by approximately 2.3% within 5 years of completion of the project or an average of about 49 operations per week

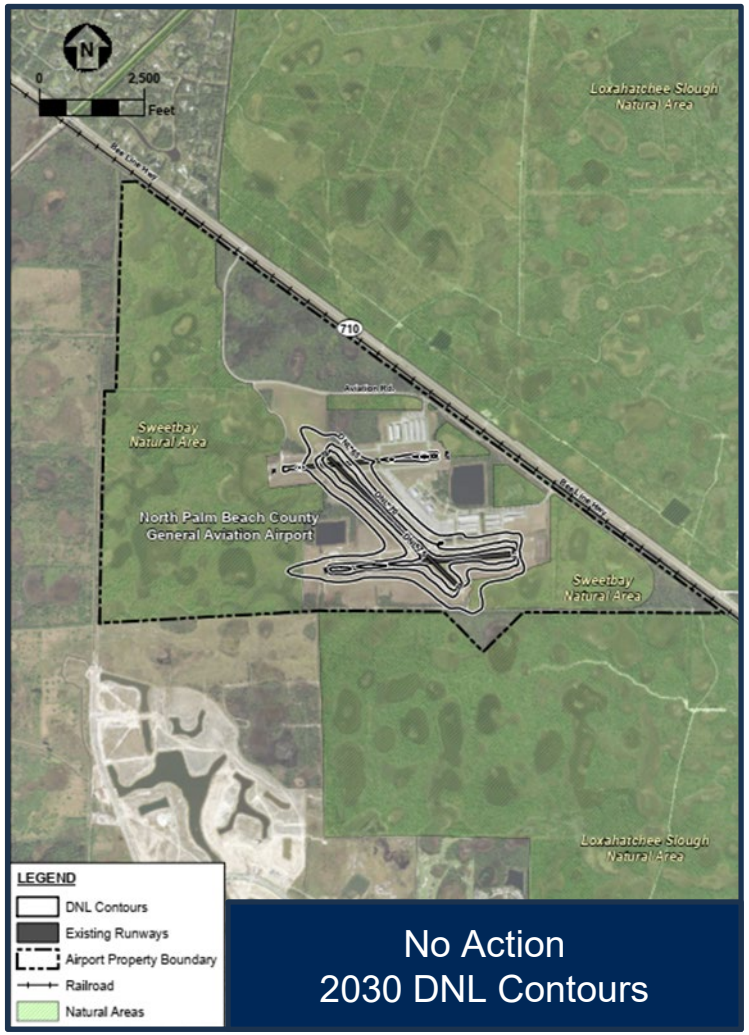


Noise Impacts

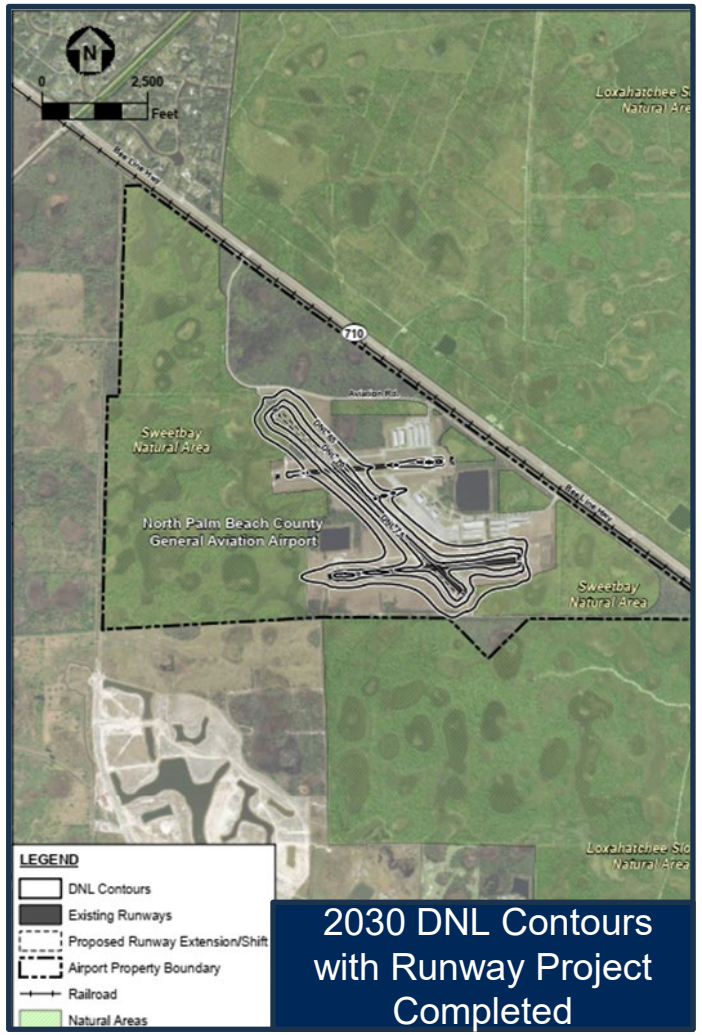
- **Forecast Noise Contours**
  - Remain within boundaries of airport property slight increase to to the northwest
  - Are significantly smaller than originally forecast when airport was developed in 1990s



2005 Forecast Contours (1990)



No Action
2030 DNL Contours



2030 DNL Contours with Runway Project Completed

Air Traffic Control Tower (ATC)

- **Federal Contract Tower (FCT) Program**
  - City of Palm Beach Gardens requested the County to pursue construction of an ATC upon completion of construction of the 14/32 runway extension project, subject to receipt of funding as a part of the FCT Program
  - Environmental Assessment for an ATC was completed with finding of no significant impact
  - Applied for and identified as a candidate in FCT Program
  - Funding applications submitted
  - FAA siting study underway to determine location of future ATC
  - Limited funding currently available in the FCT Program
    - Construction timeline will depend on available funding
    - ATC improves efficiency and can enhance safety, but ***is not required*** for safe operations
    - Most airports in U.S. operate safely without an ATC, including busier airports
- **Physical ATC Anticipated Cost: $35M**

Digital Air Traffic Control Tower

- **Alternative to Physical ATC**
  - Uses sensors, including infrared/thermal cameras, to provide information controllers would typically gather at a traditional ATC
  - Controllers hold same FAA certifications as in a traditional ATC
  - System is commissioned by FAA and performs the same functions as traditional ATC
  - Costs significantly less to construct and maintain
  - May be located on- or off- airport
  - Can provide services multiple airports
- **Digital ATC Anticipated Construction Cost: $14M**

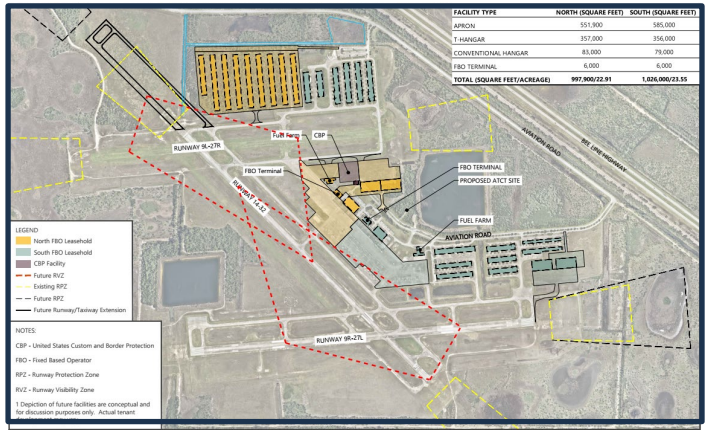


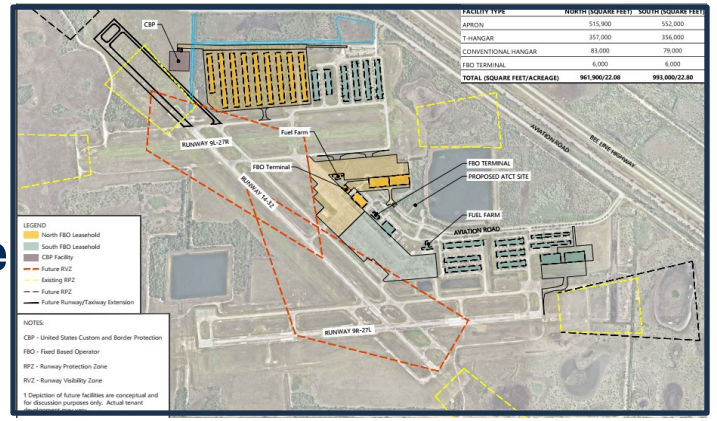


Future Aviation Development Area

- **Approximately ±40 acres of undeveloped aeronautical land**
  - Designated for future second fixed base operation (FBO) development, including terminal, fuel farm, hangar, aircraft apron and associated improvements
- **Aviation facilities are needed to address existing regional demand**
  - Aircraft storage hangars attract based aircraft that have predictable lower usage than transient operations
  - Improvements are needed to enhance quality of service and facilities
- **The County is required by federal grant assurances to make land available for aeronautical use and cannot refuse access when there is justified demand**

Potential Development Concepts





Nonaeronautical Subsidiary Development Area

- **+/- 131 acres of land designated for nonaeronautical use located adjacent to Beeline Highway on airport property**
- **May only be developed for uses compatible to airport operations**
  - Residential development is considered incompatible
  - Most industrial or commercial uses would generally be considered compatible
- **Board and FAA approval required for sale or lease of the property**
  - Funds may only be used for operation, maintenance and development of the County's Airports System



F45 Subsidiary Development Area

Current Status of Development Property

- **Recent Unsolicited/Economic Development Proposals**
  - Jet Greene, LLC submitted proposal to purchase nonaeronautical SDA and lease aeronautical property for development of FBO and related facilities
    - Staff received direction to present the proposal to the Board for evaluation
    - Proposal was evaluated, *but not accepted*
  - Sky Harbour Group Corporation for development of FBO and related facilities
    - Proposal was submitted to the Board, *but not accepted*
- **Various inquiries for aeronautical development property have been made due to current demand for aviation facilities in the region**
- **Department of Airports' staff received direction to bring back framework for Request for Proposals for future development for Board consideration**
- **No decisions have been made at this time**