



10 APPENDICES



10.1 Appendix A – Terminal Disposition



APPENDIX A – TERMINAL DISPOSITION



Southwest Florida
International Airport

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
TERMINAL DISPOSITION EVALUATION
EXECUTIVE SUMMARY

Prepared By:



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November 2002

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL DISPOSITION EVALUATION EXECUTIVE SUMMARY

INTRODUCTION

TKW Consulting Engineers, Inc. was retained by DMJM Aviation Inc. to conduct a disposition analysis of the existing passenger terminal at Southwest Florida International Airport (RSW) for the Lee County Port Authority (LCPA). The purpose of this evaluation is to examine the existing Southwest Florida International Airport Airside and Landside terminal A and B structures and systems and to provide recommendations related to its future use once air carrier and passenger operations transition to the new midfield terminal (estimated in 2005). This analysis includes demolition and potential re-use options and a determination of order of magnitude costs and practicability of bringing the structure into compliance with the current State of Florida Building Code and Fire and Life Safety Codes.

The existing terminal facility is located in Lee County, Florida at approximate latitude 026°32'10.2"N and longitude 081°45'18.6"W. This facility is situated between Runway 6-24 to the south and the Chamberlin Parkway loop road to the north. The terminal includes approximately 380,000 square feet of enclosed space on two levels.

The RSW terminal, as it is now constructed, has been completed in three different phases:

- Main Terminal including Concourses A and B - The Main Terminal including Concourses A and B were completed in May of 1983.
- International Arrivals Building (IAB) – The International Arrivals Building (IAB) was added to the west end of the main terminal for processing of international passengers in 1993.
- Concourse B Extension - Concourse B Extension is a three-gate addition to the existing terminal and was completed in 1999.

The current utilization of the terminal is inherently the greatest challenge when projecting other possible uses for the building. The building is a specialty use structure with a unique design attributable to the specified use. Any reuse or modification to the building, or portions thereof, will require extensive design and construction planning not covered by this document. This evaluation provides an order of magnitude for cost estimation.

Many modifications may be necessary to bring the building, or portions thereof, up to existing code for reuse. A general assessment of the conditions of the buildings and mechanical and electrical systems was performed. This assessment of the terminal included:

- Evaluation of accessible building areas including exterior walls, interior walls, ceiling, roof, slab, foundations, concrete and asphalt areas.
- Evaluation of mechanical and plumbing systems.
- Assessment of electrical systems.
- Review of drawings of underground utilities.
- Interviews with multiple LCPA personnel.
- Review of the Draft Master Plan Update prepared by Birk Hillman.
- Review of tarmac area and hydrant piping system.
- Analysis of pertinent life safety and fire issues.
- An assessment of potential environmental hazards present in the building.

In order to supplant the in-house expertise of TKW and to properly consider the potentialities and costs for reuse of the terminal or portions thereof, TKW enlisted the services of professionals in the fields of architecture, mechanical/electrical/plumbing engineering, roofing structure and analysis, asbestos and lead paint investigation, and cost analysis. The team of experts assembled for this project includes the following firms:

Architecture One, Inc.
 Teco/BGA, Inc.
 Scott Bonk and Associates, Inc.
 Castech, Inc.
 Asbestech/EnviroHome, Inc.

Individual reports from these various professional specialties were prepared for reference purposes. Portions of each report have been incorporated throughout the evaluation and this document to provide a cohesive composite for analysis and review.

Based upon the inspections and subsequent meetings and reports from the team of experts, four options were selected for terminal disposition evaluation. These four options are:

- **Option 1** - Reutilization of the entire existing terminal facility for various uses.
- **Option 2** - Remove the Main Terminal and Concourses A and B, and leave the Concourse B Extension and the International Arrivals Building (IAB).
- **Option 3** - Remove the Main Terminal, Concourses A and B, and Concourse B Extension, and leave the IAB.
- **Option 4** – Remove the entire existing terminal facility to grade.

LIMITATIONS OF DISPOSITION

Existing Airline and Port Authority Agreements

As part of the 1998 Amended and Restated Airport Use Agreement between the Lee County Port Authority Board of Port Commissioners and the participating RSW airlines, Section 34 of this agreement states that “Unless the Port Authority and an MII (Majority-In-Interest vote by the airlines) otherwise agree prior to the Midfield Terminal Project Operational Date, Port Authority agrees that it shall, promptly after such date, commence and then complete the demolition of the existing Terminal at the Airport.” The entire demolition of the existing terminal is also included as part of the 1999 Majority-In-Interest approval as a condition of the participating RSW airlines support and funding for the Midfield Terminal Project. Any conclusions of this study that result in keeping all or a portion of the existing terminal building would require MII approval by the RSW airlines and ratification by the Board or Port Commissioners.

Security

Any analysis of potential reuse options for the terminal facility must consider security issues. Given the location of the terminal building and the general access from this area to all airside areas of the airport, security considerations for any reuse are a mandatory component of potential tenant occupation of the area.

Landside utilization of the terminal facility would require a commitment of security resources to any proposed conceptual development. Essentially, the terminal building would have to become a totally independent landside component of the airport. This type of arrangement would negate the potential utilization of ramp space and the balance of the existing area for airside applications. For security reasons and for the potential of using the terminal area for airside purposes, the utilization of the terminal area for airside and not landside purposes is preferred.

FAA Grant Issues

In order to facilitate the financing of projects at RSW, grants from the Florida Department of Transportation (FDOT) and the Federal Aviation Administration (FAA) were applied for, secured and utilized for the purchase, design and construction of various terminal projects. The utilization of these grant dollars by the LCPA involved the commitment to maintain the project and/or equipment for a prescribed period of time. Grant investments that are made for the design and construction of buildings or renovations have a useful life of 20 years. Equipment purchases are designated as having a useful life of approximately 10 years. The majority of funded equipment purchases will either be fully depreciated at the time of actual terminal disposition or the reselling of the equipment may offset the remaining costs. For these reasons, equipment purchases are not evaluated in this

report. The Port Authority will coordinate the issue of grant reimbursement with the FDOT and the FAA. However, for the purposes of this study, no grant reimbursement is assumed for any option.

Costs to Maintain Building Without Tenants

The current operation of the terminal building has a specific cost associated with repair, maintenance, and utilities. Indirect costs including insurance, taxes, etc. are potential ongoing cost liabilities. Upon modification of the existing building, or demolition of a portion of the building, there will still be a repair, maintenance, utility cost, and indirect cost component. For purposes of this analysis, these costs have been estimated based upon the use of the building and size and complexity of the modification.

Hurricane Shelter Options

The evaluation of the terminal building for re-use should include an analysis of the potential to use all, or part, of the building as a hurricane shelter. Lee County currently has a shortage of accessible hurricane shelter space. In order to qualify as an appropriate shelter option, a number of factors, as outlined by Lee County Emergency Management, must be met. These factors are outlined below. Adequacy of the terminal building in meeting these guidelines is italicized in response.

- SLOSH Flooding Zone: The building's lowest floor elevation above the Category 3 hurricane storm surge flooding level as defined by the most recent data from the Charlotte Harbor SLOSH model, or two feet above the highest point of the road adjacent to the building, whichever is higher.
All floor elevations of the terminal building are above the storm surge SLOSH zones for Category 3 hurricanes.
- FIRM Flooding Zone: B or X (post 1987), with at least one access route designed for the 1 in 25 year flood event.
The terminal building is located in a B FIRM flooding zone.
- Elevation: Shelter spaces 0-3 feet above the Base Flood Elevation (BFE).
Shelter space would be above this BFE.
- Wind Design Certification: Design to the 150 mph peak gust wind speed using ASCE-7 procedures with no importance factors considered, certification by a structural engineer or architect.
The existing facilities were not originally designed to this criteria. Wind design to 150 mph peak gust wind speed cannot be certified without additional review, analysis, and design. Modifications to the

existing construction (i.e. structural improvements, protection of openings, etc.) may be required for certification.

- **Wall Envelope:** Reinforced concrete or masonry exterior walls, with vertical rebars spaced at 4 - 8 feet on center.
Wind design to 150 mph peak gust wind speed cannot be certified without additional review, analysis, and design. Modifications to the existing construction may be required for certification.
- **Roof Envelope:** Sufficiently anchored to exterior walls to meet specified internal wind pressure loads, prevent fluttering and racking, and to avoid progressive collapse. Solid skin design of a heavy gauge metal type or equivalent roof covering. Roof mounted mechanical equipment sufficiently anchored to meet wind design certification. No skylights or roof turbines.
Wind design to 150 mph peak gust wind speed cannot be certified without additional review, analysis, and design. Modifications to the existing construction may be required for certification.
- **Roof Drainage:** Scuppers required for roofs and enclosing parapets. Designed to facilitate cleaning of roof drains and scuppers.
Existing roof drainage conditions are adequate.
- **Aperture Protection:** Limited apertures, full aperture protection of lowest ten stories from penetration from windblown debris by strengthened glazing, baffles, window and door protection meeting Miami-Dade County missile impact protection criteria, or equivalent.
Aperture protection is not provided per the current construction. This feature could be added but at significant cost.
- **Fire/General Safety:** Meets all applicable codes and standards with battery emergency access lights.
Fire and safety standards can be met.
- **Handicap Accessibility:** Meets minimum applicable codes and standards.
Handicapped accessibility meet code.
- **Electrical:** Pre-wired for portable emergency generator hook-up connection to lighting (including emergency lighting) air circulation system (not cooling, only air movement), cooler/freezer (if present), building intercom (if present), fire alarm and all life safety items, telephone and elevator (if present and part of shelter).
Electrical standards would require significant modification and cost.

- **Water Source:** Potable water storage and/or delivery of 5 - 7 gallons per person sheltered per day.
This standard could be accommodated.
- **Sanitary Capabilities:** A minimum of one toilet, and storage and/or delivery of additional toilet unit at the rate of one each per 40 persons sheltered.
This standard could be accommodated.

A review of Lee County hurricane shelter standards indicates that the terminal building, or portions of the building, may have limited adequacy as a hurricane shelter, but not without significant modification and cost. Concourses A and B, and Concourse B Extension present concerns regarding potential conversion due to the number of building openings.

Any consideration of utilizing the facility as a hurricane shelter must account for a number of logistical factors in addition to these standard guidelines. Airports are designated for ingress and egress and it may actually be detrimental to the community to stress the resource by having the Airport be considered a destination area in the event of a hurricane. Additionally, the value to the community of the existing terminal building may be more readily realized by using this area for staging of recovery equipment and personnel.

RE-USE ANALYSIS OF TERMINAL AT PAGE FIELD GENERAL AVIATION AIRPORT

In order to fully assess the potential reuse options for the existing RSW terminal facility it is beneficial to evaluate the re-use success or lack thereof, at a similar abandoned terminal facility at Page Field General Aviation Airport (FMY). The LCPA moved out of the North side FMY Terminal in 1981. This facility remained unoccupied for approximately 17 years. During this time costs were incurred for the upkeep of this facility.

After the period of building dormancy, leasing of the facility was initiated. Currently, three state administration offices occupy 40,243 square feet of the 63,000 square foot airport terminal.

- **Florida Department of Law Enforcement (FDLE)** was first tenant at FMY, beginning in 1998. FDLE utilizes 24,223 sq. ft in office space. LCPA costs included \$149,030 to design (includes design and construction analysis) and \$2,776,998 to construct the space. Construction costs included total building interior demolition, overlay of parking lot and access roads, replacement of parking lot light poles, new lift station to accommodate total build out and site utility improvements to accommodate total build out.

- **Florida Highway Patrol (FHP)** utilizes 5,686 sq. ft. in office space with LCPA cost of \$59,000 to design and \$533,768 to construct.
- **On Call** utilizes 10,334 sq. ft. in office space with LCPA cost of \$357,138 to construct (this is an estimate derived from tenants construction performance bond and additional construction components provided by Page Field). Design costs are not available

The Lee County Port Authority has spent a total of \$3,875,934 in design and construction costs with estimated build out costs of approximately \$9 million. Estimated time to recover renovation/demolition costs is expected to be approximately 25 years. The effort to maintain, renovate, and lease the FMY terminal building has proven to be an overall costly proposition with average costs well over \$100 per square foot. It is anticipated that renovations to RSW facilities would approximate this average cost.

ANALYSIS OF EXISTING RSW FACILITY SYSTEMS

The evaluation of the RSW terminal facility and potential reuses of this facility must consider the types and adaptability of existing systems for potential alteration. Mechanical, electrical, and plumbing (MEP), of the existing terminal were examined for code compliance and assessment of condition and remaining useful life. The hydrant piping system, communications system, roofing components, environmental conditions of the building and the existing terminal parking areas were examined as well. The assessment of these systems and the costs associated with the modifications of these systems were compiled and formatted to reflect various options for reuse. Details of MEP configuration and potential modification are presented within the full report text. Costs for modifications of existing systems are included with this summary.

ANALYSIS OF RE-USE OPTIONS

In order to evaluate potential reuse of the terminal building, or portions thereof, specific reuses or the building were examined. The following potential options for reuse of the terminal building were evaluated:

- ❑ Office Space
- ❑ Warehouse Space
- ❑ Industrial Space

There are several areas of the building code that will impact the cost and suitability of conversion to the above uses. These include the type of construction of the various parts of the terminal building, fire separation of upper and lower levels, exiting requirements, enclosure of stairs and sprinkler requirements.

Several different utilization classifications for the existing terminal building were examined extensively with the following conclusions.

- Industrial use of the building would present numerous problems. Typical industrial uses require ceiling heights not available in this facility. In addition most industrial uses require grade level access for receiving of materials and shipping of finished products. This could be provided on the lower floor only and would require controlled secure vehicular access points to the surrounding apron. The upper floors of the building would have limited use except possibly for auxiliary office space.
- Warehouse use also presents difficulties. As with industrial uses most storage occupancies require high ceiling heights and grade level access. In this use also the upper levels would be of limited use except as office areas that are typically of minimal area in storage uses.
- Office use is the most compatible with the current building configuration. The available ceiling heights are adequate for most office areas. The depth of the building will dictate that some areas of the main terminal and international arrivals building will not have access to day lighting. Windows for most offices are easily achievable in the concourse areas. Exiting is adequate for the anticipated occupant loads and the required distances to exits can be provided with additional enclosed stairways as discussed above.

Given this analysis, areas of the building have been compared by looking at re-utilization as office space. Four different options for conversion to office space with associated costs are presented.

Option 1 - Reutilization of the Existing Terminal Facility

In this option the entire existing terminal facility would be prepared for reuse as office space. Reuse of all or portions of the building would require that the interior finishes, systems and partitions be removed to provide “shell space” for later division and improvements for multiple tenants. New interior exit corridors would be added to facilitate movement of people from the current terminal curb to the upper and lower floors of the main terminal and concourses. The existing six enclosed exit stairs along the south side of the main terminal would be utilized for emergency exiting. New enclosed stairways would be added to the ends of concourses A and B and the concourse B extension. MEP systems would require extensive modification.

- Costs to Convert Entire 380,000 Square Feet to Office Space

Interior Demolition/Modification	\$11,050,000
Mechanical Renovation	\$ 5,715,000
Electrical Renovation	\$ 5,715,000
Plumbing Renovation	\$ 1,905,000
Fire Sprinkler Renovations	\$ 762,000
MEP Demolition	\$ 381,000
Ongoing Direct/Indirect Costs	\$ 1,723,000
Roof Repairs	<u>\$ 1,696,000</u>
 TOTAL	 \$28,947,000

The above cost equates to a cost of approximately \$76 per square foot for renovation. Similar new construction would cost approximately \$100 per square foot for office space of this size.

Option 2 - Remove Main Terminal and Concourses A and B

In this scenario the Main Terminal and Concourses A and B would be demolished, leaving the Concourse B Extension and International Arrivals Building as stand-alone buildings for office space. Some exterior finish work would be required where the buildings currently abut the Main Terminal. Additional enclosed stairways would need to be provided at each end of the Concourse B Extension, as well as the northeast corner of the International Arrivals Building. MEP systems would require conversion.

- Costs to Demolish 300,000 Square Feet and Convert 80,000 Square Feet to Office Space

Demolition	\$ 2,100,000
Construction Modification	\$ 1,600,000
Mechanical Renovation	\$ 1,200,000
Electrical Renovation	\$ 1,200,000
Plumbing Renovation	\$ 400,000
Fire Sprinkler Renovations	\$ 160,000
MEP Demolition	\$ 80,000
Roof Repairs	\$ 372,000
Ongoing Direct/Indirect Costs	<u>\$ 861,461</u>
 TOTAL	 \$ 7,973,461

The above cost equates to a cost of approximately \$100 per square foot for renovation. Similar new construction would cost approximately \$120 per square foot for office space of this size.

Option 3 - Remove the Main Terminal, Concourses A and B, and Concourse B Extension

This option includes demolition of the Main Terminal, Concourses A and B, and the Concourse B Extension, leaving the IAB for use as office space. The IAB is potentially the most suitable portion of the existing facility for re-use as office space. This area is relatively new and the configuration works well for office use. As above, a new enclosed stair would need to be provided at the northeast corner of the IAB. MEP systems would require conversion.

- Costs to Demolish 332,000 Square Feet and Convert 48,000 Square Feet to Office Space

Demolition	\$ 2,324,000
Construction Modification	\$ 960,000
Mechanical Renovation	\$ 720,000
Electrical Renovation	\$ 720,000
Plumbing Renovation	\$ 240,000
Fire Sprinkler Renovations	\$ 96,000
MEP Demolition	\$ 48,000
Roof Repairs	\$ 372,000
Ongoing Direct/Indirect Costs	<u>\$ 430,730</u>
 TOTAL	 \$ 5,910,730

The above cost equates to a cost of approximately \$123 per square foot for renovation. Similar new construction would cost approximately \$130 per square foot for office space of this size

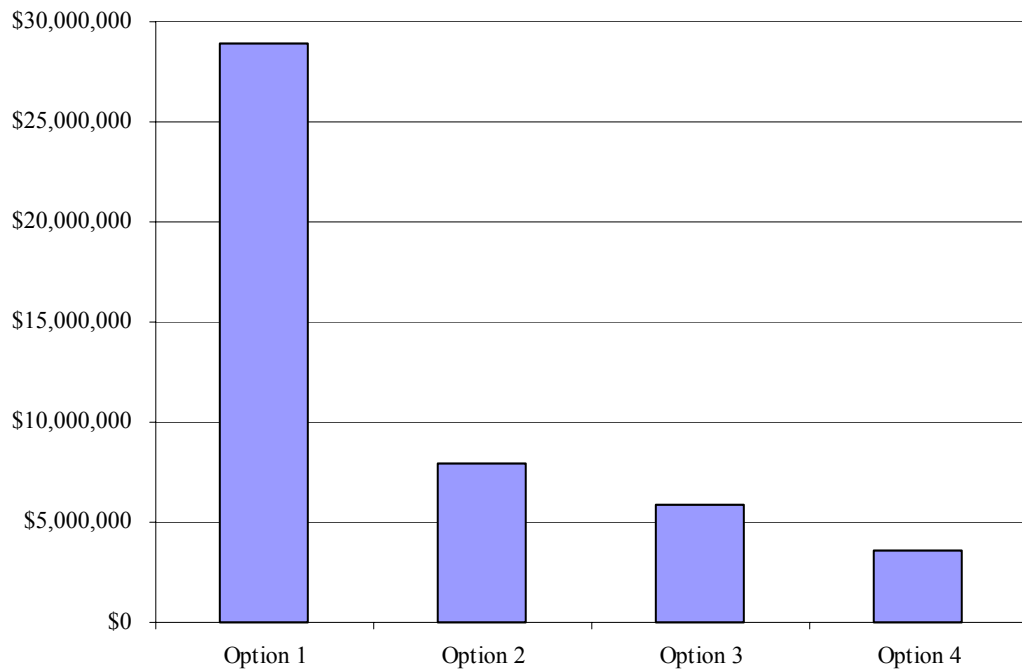
Option 4 – Remove the Entire Existing Terminal Facility to Grade

In this option the entire existing terminal facility would be demolished or deconstructed and the area prepared for other airside uses.

- Demolish 380,000 Square Feet

Demolition	\$ 2,660,000
MEP	<u>\$ 381,000</u>
 TOTAL	 \$ 3,041,000

A synopsis of costs for the four options is presented in the following chart:



By considering the potential order of magnitude costs for terminal modification, it is apparent that reuse of the existing facility, Option 1, may be cost prohibitive on the front end. These costs may be recouped over time, as the building, or portions thereof, are leased to tenants, but the timing and sufficiency of lease income to offset costs cannot be guaranteed. Options 2 and 3 involve significant modifications to buildings and related systems, and again require tenant participation for long-term success and financial remuneration. Option 4, the removal of the facility to grade, allows for the least amount of expenditure initially and the maximum amount of flexibility as far as re-use.

EVALUATION CONCLUSIONS

This evaluation of terminal disposition options concludes that it is consistent, from a cost standpoint, to support the recommendations of the Draft Master Plan. Option 4, the demolition of the existing terminal facility, presents the opportunity to conform with the Draft Master Plan at the least potential initial cost to the LCPA and is the recommended option. The removal of the existing terminal provides flexibility for secure, airside reutilization of this area while maintaining consistency with the 1998 Amended and Restated Airport Use Agreement between the Lee County Port Authority Board of Port Commissioners and the participating RSW airlines.



10.2 Appendix B – Florida Clearing House Letters



APPENDIX B – FLORIDA STATE CLEARING HOUSE LETTERS



STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

April 12, 2002

Mr. Jeffrey W. Breeden
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, Florida 32256

RE: Lee County Port Authority - Preliminary Review - Development of Regional Impact (DRI) Substantial Deviation and Airport Master Plan Update for the Southwest Florida International Airport - Ft. Myers, Lee County, Florida
SAI: FL200202061483C

Dear Mr. Breeden:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4231, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Florida Department of Transportation (DOT) has determined that the proposed improvements will impact the surrounding transportation network, and should be addressed as a Substantial Deviation within the DRI process. A detailed traffic analysis study must be provided by the applicant as part of this process. Issues such as drainage and driveway/access permits are already being coordinated with DOT, and the DOT Aviation Office reports that the airport's development plans are consistent with DOT's Work Program as well as the Lee County Port Authority's Airport Master Plan. The applicant's proposal to construct a new interchange on Interstate 75 between the existing I-75 interchanges at Alico Road and Daniels Parkway would not be in conformance with DOT's three-mile Interchange Spacing Standard or consistent with the I-75 Master Plan. DOT has been working with the airport and Lee County officials to develop other, more cost-effective alternatives to the direct-access proposal. Please refer to the enclosed DOT comments for further details.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: <http://www.dca.state.fl.us>

CRITICAL STATE CONCERN FIELD OFFICE
2796 Overseat Highway, Suite 212
Marathon, FL 33050-2227
(305) 289-2402

COMMUNITY PLANNING
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-2356

EMERGENCY MANAGEMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 413-9969

HOUSING & COMMUNITY DEVELOPMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-7956

Mr. Jeffrey W. Breeden
April 12, 2002
Page Two


The Fish and Wildlife Conservation Commission (FWC) notes that previous comments on this project remain applicable. The new project components will also require additional wildlife surveys. To compensate for the additional impacts associated with this proposal, the existing mitigation plans for the Southwest Florida International Airport will need to be expanded. Please refer to the enclosed FWC comments for further details.

The South Florida Water Management District (SFWMD) notes that most of the proposed activities identified in this proposal have been previously approved by the SFWMD under a Conceptual Environmental Resource Permit (ERP) or a Construction and Operation ERP. Issues to be resolved include additional details concerning the new access road from Daniels Parkway, the relocated ASR facility, and the associated preservation mitigation activities. The Southwest Florida Regional Planning Council has provided the Substantial Deviation Questionnaire Checklist for DRI ADA Submission. Please refer to the enclosed comments from these agencies for further details.

Based on the information contained in the project proposal and the enclosed comments provided by our reviewing agencies, the state has determined that, at this stage, the above-referenced action is consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for this project must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews.

Thank you for the opportunity to review this project. If you have any questions regarding this letter, please contact Ms. Jasmin Raffington at (850) 922-5438.

Sincerely,


Shirley W. Collins, Acting Administrator
Florida Coastal Management Program

SWC/dc

Enclosures

cc: Larry G. Slayback, Florida Department of Transportation
Bradley J. Hartman, Florida Fish and Wildlife Conservation Commission
Nicole Gwinnett, Southwest Florida Regional Planning Council

COUNTY: LEE

DATE: 02/06/2002

SAI#: FL200202061483C

Message:

PROJECT BE REVIEWED BY: (Div/Program)	ASSIGNED REVIEWERS (Print Last Name)	IS PROJECT LOCATED IN APPROVED DRI? (Circle Yes/No)				Is Project CONSISTENT w/ COMPLAN? YES NO	Is Project CONSISTENT w/ FCMP? YES NO	Do you have any COMMENTS on project? YES NO	DATE REVIEW COMPLETED	RVWR/SUPV INIT
		YES		NO						
		Is Project Consistent with DO?		Is Project DRI Scale?						
		YES	NO	YES	NO					
DCP	RWD								2/10/02	[Signature]
2/7/02 Date Rec'd		Monitoring Letter?		Monitoring Letter?						
		YES	NO	YES	NO					
Complete and forward to Div/Prog Below no later than: 3/8/02										
DEM	Hampton								2/14/02	JAA
2/4/02 Date Rec'd										
Complete and forward to Div/Prog Below no later than: 3/8/02										
CMP	Clayton	Wetlands?		Stormwater?					2-20-02	OC
2/19/02 Date Rec'd										
		YES	NO	YES	NO					
Complete and forward to ACC Coordinator no later than: 3/8/02										

SAI REVIEW SHEET

COUNTY: LEE

DATE: 2/6/02

COMMENTS DUE DATE: 3/8/02

CLEARANCE DUE DATE: 4/7/02

Message:

SAI#: FL200202061483C

STATE AGENCIES

WATER MNGMNT. DISTRICTS

OPB POLICY UNITS

AGRICULTURE
 OTTED
 COMMUNITY AFFAIRS
 FISH and WILDLIFE COMMISSION
 X HEALTH
 STATE
 TRANSPORTATION
 ENVIRONMENTAL PROTECTION

SOUTH FLORIDA WMD

ENVIRONMENTAL POLICY UNIT

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

The Lee County Port Authority is proposing future development/improvements to the Southwest Florida International Airport. As a preliminary step to preparation of a DRI and Airport Master Plan Update, the Port Authority's consultant - Reynolds, Smith and Hills, Inc. is submitting documents on proposed development items and their locations relative to existing airport facilities, to allow a full statewide agency review to be conducted and enable any identified concerns to be mitigated by Port Authority decision makers as early in the process as possible.

To: Florida State Clearinghouse

EO. 12372/NEPA

Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)

2555 SHUMARD OAK BLVD
 TALLAHASSEE, FLORIDA 32399-2100
 (850) 414-6580 (SC 994-6580)
 (850) 414-0479

- No Comment
- Comment Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

m:

Division/Bureau: HSFS

Reviewer: Brad Craft

Date: 2-26-02

Message:

STATE AGENCIES

WATER MNGMNT. DISTRICTS

OPB POLICY UNITS

- X AGRICULTURE
- OTTED
- COMMUNITY AFFAIRS
- FISH and WILDLIFE COMMISSION
- HEALTH
- STATE
- TRANSPORTATION
- ENVIRONMENTAL PROTECTION

SOUTH FLORIDA WMD

ENVIRONMENTAL POLICY UNIT

STATE OF FLORIDA
 DEPARTMENT OF
 ENVIRONMENTAL
 PROTECTION
 FEB 14 2002

State of Florida Clearinghouse

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To: Florida State Clearinghouse

EO. 12372/NEPA

Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)

2555 SHUMARD OAK BLVD

TALLAHASSEE, FLORIDA 32399-2100

(850) 414-6580 (SC 994-6580)

(850) 414-0479

- No Comment
- Comment Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

m:

Division/Bureau: OTTED

Reviewer: M. Stakesle

Date: 2/9/02

Message:

SAI#: FL200202061483C

STATE AGENCIES

WATER MNGMNT. DISTRICTS

OPB POLICY UNITS

AGRICULTURE
 OTTED
 COMMUNITY AFFAIRS
 FISH and WILDLIFE COMMISSION
 HEALTH
 X STATE
 TRANSPORTATION
 ENVIRONMENTAL PROTECTION

SOUTH FLORIDA WMD

CRMT-97-5693

ENVIRONMENTAL POLICY UNIT

Lee DRI
 SAI - ~~SAI-97-5693~~
 2002-1693

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 ACTION
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The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

The Lee County Port Authority is proposing future development/improvements to the Southwest Florida International Airport. As a preliminary step to preparation of a DRI and Airport Master Plan Update, the Port Authority's consultant - Reynolds, Smith and Hills, Inc. is submitting documents on proposed development items and their locations relative to existing airport facilities, to allow a full statewide agency review to be conducted and enable any identified concerns to be mitigated by Port Authority decision makers as early in the process as possible.

To: Florida State Clearinghouse
 AGENCY CONTACT AND COORDINATOR (SCH)
 2555 SHUMARD OAK BLVD
 TALLAHASSEE, FLORIDA 32399-2100
 (850) 414-6580 (SC 994-6580)
 (850) 414-0479

EO. 12372/NEPA

Federal Consistency

- No Comment
- Comment Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

Division of Historical Resources
 Bureau of Historic Preservation

Division/Bureau:

Reviewer: Douglas Lewis

Frederick P. Coche
 Deputy SHPO

Date: 3/8/2002

Question No.:	Subject	Regionally Significant	Answer Required	Special Note
<u>PART VI. SPECIFIC DRI INFORMATION</u>				
31. A-F	AIRPORTS	Y	Y	
32. A-C	ATTRACTIONS & RECREATION FACILITIES	N/A	N/A	
33. A-C	HOSPITALS	N/A	N/A	
34. A-D	INDUSTRIAL PLANTS & PARKS	N/A	N/A	
35. A-J	MINING OPERATIONS	N/A	N/A	
36. A-D	PETROLEUM STORAGE FACILITIES	Y	Y	
37. A-H	PORT & MARINA FACILITIES	N/A	N/A	
38. A-C	SCHOOLS	N/A	N/A	

Question No.	Subject	Regionally Significant	Answer Required	Special Note
16. A-D	FLOODPLAINS	Y	Y	
17. A-H	WATER SUPPLY	Y	Y	
18. A-E	WASTEWATER MANAGEMENT	Y	Y	
19. A-E	STORMWATER MANAGEMENT (Also see FGFWFC Guidelines)	Y	Y	
20. A-C	SOLID WASTE/HAZARDOUS MATERAILS	Y	Y	
<hr/>				
<u>PART IV. TRANSPORTATION RESOURCE IMPACTS</u>				
21. A-I SWFRPC.A-I	TRANSPORTATION	Y	Y	
22. A-E SWFRPC	AIR	Y	Y	
23. A-C SWFRPC. 1-5, If Onsite Shelters 1-3.	HURRICANE PREPAREDNESS	Y	Y	(as applicable)
<hr/>				
<u>PART V. HUMAN RESOURCE IMPACTS</u>				
24. A-C	HOUSING	Y	N	(affordable housing possibly based on employment)
25. A-B	POLICE & FIRE	N	Y	
26. A-E	RECREATION & OPEN SPACE	N	Y	
27. A-C	EDUCATION	N	N	
28. A	HEALTH CARE	N	N	
29. A-D SWFRPC. A-R	ENERGY	Y	Y	
30. A-B	HISTORICAL & ARCHAEOLOGICAL	N	Y	(as in preapp. package)

**QUESTIONNAIRE CHECKLIST
FOR DRI-ADA SUBMISSION**

Question No.	Subject	Regionally Significant	Answer Required	Special Note
<u>PART I. APPLICANT INFORMATION</u>			Y	
<u>PART II. GENERAL SECTION</u>				
9.	MAPS	Y	Y	
	A. Site Location		Y	
	B. Aerials		Y	
	C. Topography		Y	
	D. Existing Land Use		Y	
	E. Soils		Y	
	F. Vegetation		Y	
	G. Transects (Plants/Animals)		Y	
	H. Master Development Plan		Y	
	I. Master Drainage Plan		Y	
	J. Transportation		Y	
10.	GENERAL PROJECT DESCRIPTION	Y	Y	
Part 1, A-E	Specific Project Description	Y	Y	
Part 2, A-C	Consistency with Comp. Plan	Y	Y	
Part 3, A.	Demographic & Employment Info.	Y	Y	
Part 4, A-B	Impact Summary	Y	Y	
11. A.	REVENUE GENERATION SUMMARY	Y	Y	
<u>PART III. ENVIRONMENTAL RESOURCE IMPACTS</u>				
12. A-E	VEGETATION & WILDLIFE (Also see FGFWFC Guidelines)	Y	Y	
13. A-B	WETLANDS (Also see FGFWFC Guidelines) SWFRPC 13.B.1	Y	Y	
14. A-C	WATER	Y	Y	
15. A-D	SOILS	Y	Y	

Parallel Taxiway

The parallel runway will have a parallel taxiway system associated with it along with numerous connector taxiways.

Aircraft Apron Expansion

The Midfield Terminal apron will be expanded on the east and west sides, and will include a taxiway connector to the end of Runway 6.

Construction of Utility Service Corridors

Construction of the additional expansion will spur the need for utility services to the new location, including water, sewer, electrical, gas and communication.

Construction of Surface and Structural Auto Parking

Continued expansion of both surface and structural parking is anticipated throughout the 20-year planning period. The exact number of spaces and phasing will be determined in the Master Plan Update.

Direct Access Connection to I-75

A direct connection from Interstate 75 to the new terminal via the access roadway is under analysis as part of the Master Plan Update. The selected configuration will be included in the ADA.

Cargo Area Expansion

The current air cargo building is expected to expand and the addition of a second air cargo building on the northeast side of the airport is anticipated.

General Aviation Expansion

The current general aviation apron is expected to expand to the southwest along with associated buildings.

Navigational Aids

The addition of aircraft navigational aids such as an Instrument Landing System for the future parallel runway will be necessary. In some cases, the relocation of navigational aids will be needed. For example; due to the construction of the south parallel taxiway, the glide slope on the end of Runway 6 will need to be moved from the south side to the north side of the runway. All navigational aids are being evaluated as part of the Master Plan process.

Reuse/Demolition of Existing Terminal

As mentioned previously, the current Development Order requires that the existing terminal building be closed upon receipt of the Certificate of Occupancy for the new Midfield Terminal. The Master Plan Update will analyze alternative uses/demolition of the abandoned terminal building and the final recommendation will be included in the ADA.

**SOUTHWEST FLORIDA INTERNATIONAL AIRPORT SUBSTANTIAL DEVIATION
QUESTIONNAIRE CHECKLIST FOR DRI ADA SUBMISSION****Background**

On June 20, 2001, a preapplication meeting was held for the proposed Southwest Florida International Airport Substantial Deviation DRI. The Southwest Florida International Airport (RSW) is located approximately ten miles southeast of the city of Ft. Myers (see attached Exhibit 1). Attending this meeting were the applicant Lee County Port Authority, consultants for the project, Lee County Development Review staff, Florida Department of Transportation and SWFRPC staff. Other review agencies were unable to attend; however, they have received background information on the project and will be providing input throughout the review process.

Project Description

In addition to preparing a Substantial Deviation to the Development of Regional Impact, a Master Plan Update and an Environmental Assessment are concurrently underway for the Airport. All three projects were initiated by the Lee County Port Authority (LCPA) in January 2001. The Master Plan Team has conducted an inventory of the site and has also produced a twenty-year activity forecast for the Airport through the year 2020, which will be used for the traffic analysis. These forecasts estimate enplanement and operational levels for the facility. In addition, the anticipated aircraft fleet mix for the airport has been identified. These forecasts have been approved by the LCPA and will be forwarded to FDOT and the FAA for review and approval. The Master Plan Team anticipates approval of the forecasts by July 2001. The Master Plan Team anticipates conducting and finalizing the facility requirements, alternative analysis and final facility recommendations and phasing for RSW by November 2001. These recommendations and analysis will be incorporated into the ADA for submission to the appropriate agencies. Projects anticipated to be included in the Master Plan Update are listed below.

Commercial Passenger Terminal Building Expansion

A new terminal building is currently under design for a midfield location. The existing terminal building has seventeen gates with approval for twenty-eight gates and the new terminal complex will include a total of twenty-eight gates. The existing terminal will be closed upon the receipt of the Certificate of Occupancy for the new Midfield Terminal Complex and operations will be shifted to the new facility. It is anticipated that the Midfield Terminal will be expanded again during the 20-year planning period to approximately 55 gates and 1,000,000 S.F. The exact phasing and total gates are currently being analyzed as part of the Master Plan Update process.

Parallel Runway

A future 9,100-foot parallel runway is being evaluated and is proposed to be located south of the existing runway and Midfield Terminal. This runway has been anticipated since the 1991 Master Plan and will be refined further during the master planning process.

FLORIDA STATE CLEARINGHOUSE
**RPC INTERGOVERNMENTAL COORDINATION
AND RESPONSE SHEET**

SA **FL200202061483C**

DATE: 2/6/02

COMMENTS DUE TO CLEARINGHOUSE: 2/6/02

AREA OF PROPOSED ACTIVITY: COUNTY: LEE CITY: Ft. Myers

FEDERAL ASSISTANCE DIRECT FEDERAL ACTIVITY FEDERAL LICENSE OR PERMIT OCS

PROJECT DESCRIPTION

The Lee County Port Authority is proposing future development/improvements to the Southwest Florida International Airport. As a preliminary step to preparation of a DRI and Airport Master Plan Update, the Port Authority's consultant - Reynolds, Smith and Hills, Inc. is submitting documents on proposed development items and their locations relative to existing airport facilities, to

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RPC

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State of Florida Clearinghouse

PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC: 2/6/02

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FEB 11 2002

S.W. FLORIDA REGIONAL
PLANNING COUNCIL

NO COMMENTS: _____

(IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE THE STATUS OF THE PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE CLEARINGHOUSE.)

NOTES: See attached comments.

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE.

PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORRESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (850) 414-6580 OR SUNCOM 994-6580.

Fort Myers, Florida 33913-8899

Mr. Craig Smith
Kevin L. Erwin Consulting Ecologist, Inc
207 Bayside Parkway
Fort Myers, Florida 33901

Ms. Kim Dryden
U.S. Fish and Wildlife Service
Office of Ecological Services
Southwest Florida Suboffice
3860 Tollgate Boulevard, Suite 300
Naples, Florida 34114

Mr. Dave Burr
DRI Coordinator
Southwest Florida Regional Planning Council
4980 Bayline Drive, 4th Floor
North Ft. Myers, Florida 33917-3909

Ms. Kim Trebatoski
Lee County
Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398

proposal is inadequate for DRI review since the SWFLA will be requesting authorization for impacts to long term areas in the absence of a sufficient wildlife survey. We recommend that all proposed development impact areas be accorded a complete and rigorous survey if those areas are intended to be approved for development in this DRI review. Alternatively, the SWFLA could withdraw the long term areas from development consideration until they are prepared to complete full surveys.

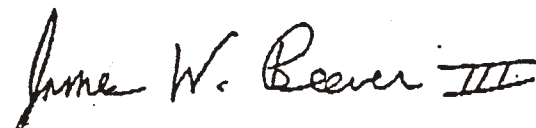
- 3) The described listed species field survey is of a cursory form and does not include all the necessary species-specific methods necessary for a complete and thorough listed species survey. Pedestrian surveys at only one time of the year will not locate many listed species occurrences. Survey methods need to be species specific, seasonally timed, and follow time of day, weather condition, and replication protocols. We recommend use of the protocols we have previously provided for listed species surveys at the SWFLA. This will involve surveys through the year to address species specific nesting and foraging seasons.
- 4) For wide-ranging species, it is not sufficient to confine wildlife surveys only to properties owned by the SWFLA. Wildlife surveys should be performed on properties not owned by the SWFLA that the SWFLA has permission to enter. If any properties not owned by SWFLA are included in the DRI, permission must be obtained for surveying these sites or they should be excluded from the DRI.

The level of rigor of wildlife surveys for the SWFLA DRI should be of equivalent breadth and rigor as the surveys implemented for the mid-field terminal expansion. We have previously provided Kevin L. Erwin and Associates (KLECE) with comprehensive survey methods for the species of concern, and expect the same methods to be applied to the DRI review.

We will assist in providing needed background information and current wildlife sightings for the wildlife survey review and report.

If you would like to meet with me or if you have any questions, please contact me at (941) 575-5765.

Sincerely,



James W. Beever III
Biological Scientist IV

JWB/jwb

ENV 1-11-3

swfiawildlifemethod2.wpd

CC: Ms. Jami McCormick
Lee County Port Authority
16000 Chamberlin Parkway - Suite 8671

FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION



DAVID K. MEEHAN
St. Petersburg

H.A. "HERKY" HUFFMAN
Deltona

JOHN D. ROOD
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OFFICE OF ENVIRONMENTAL SERVICES
29200 TUCKERS GROVE
PUNTA GORDA, FL 33906
(941) 575-5757
FAX (941) 575-5758

March 14, 2002

Mr. Jeffrey W. Breeden
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, Florida 32256-0901

RE: Lee County, Southwest Florida
International Airport, Listed Species
Survey Methods

Dear Mr. Breeden:

We have reviewed the material provided in your letter of January 8, 2002, concerning the proposed wildlife survey methods for the twenty-year Master Plan and Development of Regional Impact (DRI) application for the Southwest Florida International Airport (SWFIA). We have the following comments and recommendations.

The project has the potential to impact a variety of listed species, including the Florida panther, Florida black bear, Big Cypress fox squirrel, wood stork, red-cockaded woodpecker, Florida sandhill crane, little blue heron, snowy egret, tricolored heron, roseate spoonbill, white ibis, southeastern American kestrel, burrowing owl, eastern indigo snake, gopher tortoise, gopher frog and American alligator.

Based on the material provided, the proposed wildlife surveys for the proposed project are not sufficient, nor consistent with FWC's "Wildlife Methodology Guidelines for Section 18.D of the application for Development Approval" (Office of Environmental Services, Florida Game and Fresh Water Fish Commission, 15 January 1988).

The following items are the problem areas in your proposed wildlife survey methodology.

- 1) The method specifies use of the August 1, 1997 listed species lists. This project will span multiple years during which the lists will be updated and revised. The method should specify use of the most current listed species lists and not be tied to the August 1, 1997 list alone.
- 2) The method divides the areas of species survey into three categories: short term, long term, and conservation easement areas. It further states that the standard intensive surveys will be performed in short term areas. Less rigorous and less intensive surveys are proposed to occur in the long term areas, to be followed by intensive surveys prior to development. No new surveys will be performed in the conservation easement areas and noted observations will come from incidental observations related to other activities. This

Ms. Dawn Underwood

May 14, 2001

Page 7

Ms. Kim Dryden
U.S. Fish and Wildlife Service
Office of Ecological Services
Southwest Florida Suboffice
3860 Tollgate Boulevard, Suite 300
Naples, Florida 34114

Mr. Daniel L. Trescott
DRI Coordinator
Southwest Florida Regional Planning Council
4980 Bayline Drive, 4th Floor
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Fort Myers Regulatory Office
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Mr. John H. Hankinson, Jr.
Regional Administrator
United States Environmental Protection Agency
Region 4
Water Management Division
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400 North Congress Avenue, Suite 120
West Palm Beach, Florida 33401

Mr. Rick Joyce and Ms. Kim Trebatoski
Lee County
Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398

Ms. Heather Stafford
Estero Bay State Preserve
700 Fisherman's Wharf
Fort Myers Beach, Florida 33931

Ms. Dawn Underwood

May 14, 2001

Page 6

In the past month, we have resolved the location and size (4' high x 20' wide and 4' high x 6' wide) of two wildlife undercrossings that will be installed in Treeline Boulevard with associated wildlife fencing. These were matters we discussed at the beginning of the permitting process, and should be included in project design and permit specific conditions.


The proposed project is located within the feeding radius of wood storks in the Corkscrew colony. The maintenance of natural hydro-periods in foraging grounds around the Corkscrew colony is vital to the recovery of wood storks in South Florida. The required increased fill of wetlands adjacent to the operating airport will destroy stork foraging areas. How will the project offset this loss? Will the remaining lake designs include draw-down pool features in littoral shelf slopes to favor use by wood storks and other wading birds? What additional mitigation will be provided to offsite the loss of seasonal wetlands for wood stork foraging?

The project site is suitable habitat for the eastern indigo snake. We recommend that the applicant follow the Standard U.S. Fish and Wildlife Service Protection Measures for the Eastern Indigo Snake and prepare an Eastern Indigo Snake Protection Plan.

The permit should specify the entity responsible for the management of the proposed preserves, and a condition that specifies the establishment of an adaptive management review of the initial preserve management plan and annual reviews by regulatory permitting entities, including the FWC.

We will continue interagency coordination on these issues. Please contact me, or Mr. Jim Beever at (941) 575-5765, if you have any questions.

Sincerely,


Bradley J. Hartman, Director
Office of Environmental Services

BJH/JWB

ENV 1-12-2

a:\midfieldtreelinewmd.wpd

cc: Mr. Church Roberts
Johnson Engineering, Inc.
2158 Johnson Street
Fort Myers, Florida 33902-1550

Ms. Dawn Underwood

May 14, 2001.

Page 5

A maintenance program will be implemented in the preserved, enhanced, and created wetlands and upland areas to insure the integrity and viability of the mitigation activities. The maintenance shall be conducted in perpetuity to insure no more than 5% total coverage of exotic and nuisance plant species. Torpedo grass will be maintained at no more than 25% coverage (current coverage is approximately 31%). Mitigation areas will be exotic-free immediately following treatment. After the five-year monitoring period, a final environmental compliance inspection will be scheduled with the South Florida Water Management District. In addition, periodic assessments of the site will be conducted no less than quarterly to identify any potential infestations that will require the attention of the maintenance crew; and periodic maintenance will be performed on a quarterly, semiannual, or annual basis, as appropriate for the species in question, to treat any exotic or nuisance plant species.

Limited authorized access to the site will be controlled in an effort to preserve and maintain the functional habitat value of the site. Passive use will be allowed for Site H.

Regular and periodic observations of wildlife will be made during all monitoring events and other site visits by qualified ecologists. This will consist of recording evidence and sign of wildlife (i.e., direct sightings, vocalizations, burrows, nests, tracks, droppings, etc.). The vegetation, wildlife, photographic, and hydrological data collected during the baseline monitoring will be summarized and presented in the baseline monitoring report. Each wetland will be described and discussed in terms of these parameters. Upland preserves will be assessed for the presence of exotic plants. This report will be submitted to the agencies within sixty days of data collection.

The prescribed fire plan for the Mitigation Park will be a program that mimics the natural fire cycle for the various habitat types identified within the Park. Prescribed burning will be carried out by licensed fire crews. Mesic flatwoods will be burned every three to five years, and wet flatwoods will be burned every three to eight years. Fire maintenance of hydric hammocks will be done primarily by burning the adjacent flatwoods and marshes, reducing the fuel needed to ignite the hammock.

Because the airport project has the potential to adversely affect wide ranging species and sever the connections between coastal preserve lands and eastern large-scale landscape preserves, we have recommended the conservation plan involving the Mitigation Park preserve lands to address the impacts to the habitat value of the sites impacted. However, the original plan we reviewed did not include the new segment of Treeline Avenue, access roads to Interstate 75 signs, or the additional fill of wetlands now required by the Federal Aviation Administration to reduce and avoid bird/airplane collisions. These newly proposed impacts should be assessed in terms of the type and function of the habitat subject to alteration, and the potential for habitat fragmentation as a result of development. The mitigation required for these impacts should be determined, and included in the evaluation of the Mitigation Park benefits.

Ms. Dawn Underwood

May 14, 2001.

Page 4

In general, upland and wetland habitats within the Mitigation Park are of high quality. Human disturbance to vegetation and wildlife is negligible due to limited access to these lands. A total of sixty-nine different native vegetation communities have been identified within the Mitigation Park, from the predominant pine flatwoods, pine with cypress, and freshwater marshes to the to the rare tropical hardwood hammock.

Wildlife surveys conducted within the Mitigation Park have been limited to pedestrian transects and observations recorded during other field work. A total of eleven listed species were confirmed on-site. Large congregations of roseate spoonbills were observed foraging in the Park in late winter, as were sandhill cranes. A sandhill crane nest was found in Section 8 of the Imperial Marsh. A great egret rookery was found in Section 6 of the Imperial Marsh. Two alligator dens were found within the Park, one in Section 5 of the Imperial Marsh and the other in Section 13 of the Flint Pen Strand. A burrowing owl and its burrow was found in Section 29 of Site H. While not directly observed in this survey, Florida panther and Florida black bear have been historically documented within the Park lands. The Park also contains suitable habitat for red-cockaded woodpeckers and eastern indigo snakes. Because the Park allows for a regional wildlife corridor, preservation of these lands will compliment the Department of Interior's Florida Panther Recovery Plan.

A total of 35.56 acres of cypress, 179.28 acres of freshwater marsh, 111.02 acres of pine/cypress, 28.24 acres of wet prairie, and 31.01 acres of hydric shrub are proposed to be created from agricultural fields at Site H. In order to provide for additional wading bird foraging habitat, in particular wood storks, deeper pools are proposed within creation areas. The deep pools are delineated as created open water on the cross-sections and wood stork habitat on the plan views. The deeper pools allow for fish to become concentrated during periods of falling water. A total of 21.25 acres of created wood stork habitat are proposed in Site H. In addition, 37.20 acres of fallow fields will be restored to upland plant communities. All freshwater marshes will be graded one-half foot below final grade, and then backfilled with mulch material from the impact site.

The total proposed creation areas within the Imperial Marsh are 41.82 acres of freshwater marsh, 66.86 acres of pine/cypress, 140.86 acres of restored wetlands, 56.32 acres of restored uplands, and 5.29 acres of created wood stork habitat.

Mitigation totals for the Flint Pen Strand are 106.30 of cypress creation, 45.65 acres of freshwater marsh creation, 82.75 acres of pine/cypress creation, 9.37 acres of newly created wood stork habitat, and 7.00 acres of hydric shrub creation. Other mitigation activities within the Mitigation Park include 236.18 acres of upland enhancement (exotic removal), 1,584.10 acres of upland preservation, 3,232.60 acres of wetland preservation, and 484.67 acres of wetland enhancement. All of the mitigation activities will be completed by June 30, 2003.

the Florida Panther Habitat Protection Plan. The Mitigation Park also provides connectivity to other offsite preservation areas. The Flint Pen Strand portion of the park, located in the southwest corner, connects to Corkscrew Swamp Sanctuary, which ties into Camp Keais Strand, Big Cypress National Preserve and Fakahatchee Strand, and finally to the Everglades National Park.

Habitat types within the Park resemble those found within the Midfield Terminal Complex. These lands are located within an area containing little residential development, with the majority of adjacent activities being rock mining and agriculture. The Mitigation Park extends from SR 82 on the north to Corkscrew Road and the upper limits of the CREW lands on the south. The SR 82 lands and the Imperial Marsh lands are separated by lands within Sections 31 and 32, Township 45 South, Range 27 East, which are currently proposed for mining by Florida Rock. A large portion of Florida Rock's proposed mitigation occurs within Section 32, which provides a connection between the northern portion of the Park and the Imperial Marsh. The Florida Rock permit application is currently undergoing review by the Florida Department of Environmental Protection.

The Mitigation Park is composed of three different areas. The northern portion of the Park, Sections 29 and 30, Township 45 South, Range 27 East, is called the Highway 82 Mitigation Area, commonly known as Site H. Prior to 1960, the land primarily consisted of freshwater marsh, hydric pine flatwoods, and some cypress domes. Both sections have been extensively cleared for row crop and pasture farming. Extensive ditching of the area has lowered the water table and resulted in hydrologically stressed wetlands.

The central part of the Mitigation Park is known as the Imperial Marsh. This area is found in Sections 5, 6, 7, 8, 17, and 18, Township 46 South, Range 27 East. The two northernmost sections (5 and 6) contain the single largest freshwater marsh in Lee County. In addition to this marsh, this area contains mature cypress domes that show no signs of logging activity. The remaining four sections provide a variety of habitat types, including cypress ponds and forests, pine flatwoods, wet prairies and marshes, and fallow agricultural fields. The wetlands within the Imperial Marsh represent a significant groundwater recharge area for Lee County.

The south area of the Park is the Flint Pen Strand Addition, consisting of all or portions of Sections 13, 14, 22, and 23, Township 46 South, Range 26 East. The Flint Pen Strand Addition abuts 415 acres owned by Lee County that is utilized as a wellfield and connects to Flint Pen Strand, which connects to the Corkscrew Swamp Sanctuary to the south. Although the wellfield area will not be altered from its current purpose as a potable water source for Lee County, it will remain in a natural state that allows the Mitigation Park a contiguous connection to the adjacent preserves. Also, there is a fenced wildlife underpass under Corkscrew Road that provides a wildlife connection between the Mitigation Park and adjacent preservation areas. The Flint Pen Strand Addition contains cypress and cypress/pine forest, pine flatwoods, and fallow agricultural fields.

Ms. Dawn Underwood

May 14, 2001

Page 2

forest, 26 acres of mixed cypress and pine forest, 260 acres of freshwater marsh, and 56 acres of wet prairies. As compensation for wetland impacts, the applicant proposes to utilize the 6,989.69-acre Mitigation Park preserve established during the conceptual permit review for the original midfield terminal plans.

Currently, the site consists of 289.85 acres of improved pasture; 10.22 acres of abandoned agriculture; 26.8 acres of fallow farm field; 27.63 acres of herbaceous field; 55.25 acres of palmetto prairie; 269.39 acres of slash pine flatwoods; 2.19 acres of pine and mesic oak; 437.29 acres of pine flatwoods with exotics; 158.78 acres of mixed hydric slash pine, cypress, and melaleuca forest; 151.76 acres of melaleuca forest; 81.92 acres of Brazilian pepper forest; 255.23 acres of wax myrtle/willow wetlands; 106.09 acres of ditches; 354.24 acres of cypress swamp; 422.65 acres of freshwater marsh; 105.97 acres of wet prairie; 24.3 acres of disturbed ground; 349.1 acres of existing airport; 88.28 acres of roads; 18.54 acres of power line easement; and 4.63 acres of dirt trails. The proposed midfield terminal expansion landscape will consist of no native upland forest and no wetlands. The Treeline Boulevard right-of-way and Briarcliff Ditch portion of the project will retain some residual native landscape.

The project site is documented for the occurrence of the Florida panther, Florida black bear, Big Cypress fox squirrel, wood stork, red-cockaded woodpecker, Florida sandhill crane, little blue heron, snowy egret, tricolored heron, roseate spoonbill, white ibis, southeastern American kestrel, burrowing owl, eastern indigo snake, gopher tortoise, gopher frog, and American alligator. The project area has been used as an important travel way for black bears and panthers in southern Lee County. Bears have been documented east of Interstate 75, since 1989 to as recent as 2000, on the proposed alignment of the new Treeline Avenue/Ben Hill Griffin Boulevard extension and east to the greater Corkscrew Swamp system. Wildlife surveys for the project site were performed by the applicant in 1999-2000. Based on the material provided, the wildlife surveys for the proposed project are sufficient, and consistent with FWC's "Wildlife Methodology Guidelines for Section 18.D of the application for Development Approval" (Office of Environmental Services, Florida Game and Fresh Water Fish Commission, 15 January 1988).

Mitigation will be accomplished in 6,985.69 acres of lands previously identified in the South Florida Water Management District (SFWMD) conceptual permit. This area is referred to as the Mitigation Park. The Mitigation Park was identified, in coordination with the FWC, as a preferable alternative to onsite mitigation for the Airport Expansion, because it is less likely to have conflicting goals. Wetlands near airports become a safety issue because of bird strikes, as documented in the FAA Advisory Circular "Hazardous Wildlife Attractants on or Near Airports" (AC 150/5200-33 dated May 1, 1997).

Portions of the property within the Mitigation Park area have been previously identified as high priority in various environmental conservation and preservation programs, including Save Our Rivers, Preservation 2000, Lee County Sensitive Lands, regional wildlife corridor plans, and



BARBARA C. BARSH
Jacksonville

QUINTON L. HEDGEPEETH, DDS
Miami

H.A. "HERKY" HUFFMAN
Deltona

DAVID K. MEEHAN
St. Petersburg

JULIE K. MORRIS
Sarasota

TONY MOSS
Miami

EDWIN P. ROBERTS, DC
Pensacola

JOHN D. ROOD
Jacksonville

LAN L. EGBERT, Ph.D., Executive Director
TOR J. HELLER, Assistant Executive Director

OFFICE OF ENVIRONMENTAL SERVICES
BRADLEY J. HARTMAN, DIRECTOR
(850)488-6661 TDD (850)488-5
FAX (850)922-5

May 14, 2001

Ms. Dawn Underwood
South Florida Water Management District
2301 McGregor Boulevard
Fort Myers, Florida 33901

RE: SFWMD Applic. # 000403-6, USACOE #
199301156 (IP-SR), DRI #2000-134, Lee
County, Southwest Florida International
Airport, Midfield Terminal Complex and
Treeline Avenue/Ben Hill Griffin Parkway
extension between Daniels Road and Alico
Road

Dear Ms. Underwood:

The Office of Environmental Services of the Florida Fish and Wildlife Conservation Commission (FWC) has reviewed this application, and has the following comments and requests for additional information. Our response to this application was coordinated with interagency staff, including the South Florida Water Management District and the U. S. Fish and Wildlife Service staff. A copy of this letter will be provided directly to the applicant and the applicant's consultant.

The applicant proposes to construct a new mid-field terminal complex including: a new roadway segment of Treeline Avenue/Ben Hill Griffin Parkway between Daniels Road and Alico Road, a new Terminal Access Road that connects to the new Treeline Avenue, a new parallel taxiway and ramp, a new terminal parking lot, south detention and westerly detention areas, associated water conveyance systems (including lakes, channels, ditches, culverts and weirs, and outfall conveyance to Briarcliff Channel at the southwest corner of the Fiddlesticks development), access roads to signs on Interstate 75, and presumably a new midfield terminal building.

The project site consists of 3,286.28 acres, including 710 acres of wetlands located primarily south of Daniels Road and the Southwest Florida International Airport and north of Alico Road, east of Interstate 75. The applicant proposes to impact 690 acres of ERP wetlands, including 203 acres of hydric pine flatwoods, 72 acres of shrub wetlands, 73 acres of cypress

Ms. Cindy Cranick

March 22, 2002

Page 2

We will continue interagency coordination on these issues. Please contact me, or Mr. Jim Beever at (941)575-5765, if you have any questions.

Sincerely,


Bradley J. Hartman, Director
Office of Environmental Services

BJH/JWB

ENV 1-3-2

swfiasubdevsai.wpd

Enclosures

CC: Mr. Mark R. Fisher, AAE
Director, Department of Development
Lee County Port Authority
16000 Chamberlin Parkway, Suite 8671
Fort Myers, Florida 33913

FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION



DAVID K. MEEHAN
St. Petersburg

H.A. "HERKY" HUFFMAN
Deltona

JOHN D. ROOD
Jacksonville

QUINTON L. HEDGEPEETH, DDS
Miami

EDWIN P. ROBERTS, DC
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SANDRA T. KAUPE
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March 22, 2002

Ms. Cindy Cranick
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Re: FL200202061483C, DRI #2000-134,
Lee County, Southwest Florida
International Airport Substantial
Deviation

Dear Ms. Cranick:

The Office of Environmental Services of the Florida Fish and Wildlife Conservation Commission (FWC) has reviewed the referenced document, and provides the following comments.

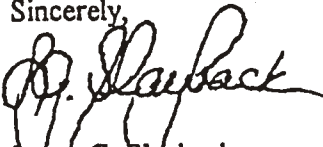
We have previously commented on an earlier, smaller version of this project (see enclosed letter dated May 14, 2001), and these comments remain applicable. New additions to this proposal beyond project components that we have previously reviewed include a new intermodal transportation facility for transfer of freight, a new approximately 300-room hotel, a potential golf course near Daniels Road at the northeast side of the site, and a commercial/office park development along Daniels Parkway.

Additional wildlife surveys will be needed to address these new project components. Please see the attached letter dated March 14, 2002. To compensate for the additional impacts associated with the proposed new project components, the existing mitigation plans for the Southwest Florida International Airport will need to be expanded.

To determine these impacts, and appropriate mitigation requirements, a detailed traffic analysis study will need to be provided by the Applicant as part of that process. The district's DRI Coordinator is John Czerepak. He may be contacted in Bartow at (863) 519-2343.

3. Issues such as drainage and driveway/access permits are already being coordinated with the Department, with no major issues anticipated, pending the outcome of the upcoming DRI review. In addition, the District Aviation Office reports that the airport's development plans are consistent with the Department's Work Program (FM #2065701 and #2066051), as well as the Lee County Port Authority's Airport Master Plan.

Thank you for allowing us the opportunity to review this document. Should you have any questions, please contact Larry Slayback, District ICAR Coordinator, at Suncom 741-4300 or (941) 461-4300.

Sincerely,

Larry G. Slayback
District ICAR Coordinator

LGS/ljs
LS-L03-02

Attachment

cc: Sandra Whitmire, MS 28
Ricky Langley, MS 1-3
Mike Rippe, MS 1-98
Dick Combs, MS 1-40
Mark Schulz, MS 1-40
Charles Blean, MS 1-40
Debra Snyder, MS 1-8
Mike Tako, MS 1-36
Tony Russo, MS 1-8
Marcelle Zakhary, MS 1-98

John Starling, MS 1-39
Wayne Chewing, MS 1-39
John Czerepak, MS 1-36
Jim Baxter, MS 1-36
Joseph Philips, MS 1-98
Sarah Clarke, MS 1-98
Thomas Garcia, MS 1-93
Johnny Limbaugh, MS 1-98
Donald Barrett, MS 1-98
Glenn Ahlert, MPO



Florida Department of Transportation

JEB BUSH
GOVERNOR

THOMAS F. BARRY, JR.
SECRETARY

March 14, 2002

Ms. Jasmin Raffington
State Clearinghouse
Florida Coastal Management Program
Department of Community Affairs
2555 Shumard Oak Boulevard, Suite 325
Tallahassee, Florida 32399-2100

**RE: ICAR REVIEW (SAI# FL200202061483C)
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT (LEE COUNTY)**

Dear Ms. Raffington:

District One, Florida Department of Transportation, has reviewed the above-referenced Intergovernmental Coordination and Review (ICAR) documents, and offers the following comments:

1. The Applicant's documentation proposes construction of a new interchange on Interstate 75 between the existing I-75 interchanges at Alico Road and Daniels Parkway. Because such a proposal would not be in conformance with the Department's three-mile Interchange Spacing Standard or consistent with the I-75 Master Plan, the Department has been working closely with airport and Lee County officials to develop other, more cost-effective alternatives to the airport's direct-access proposal.

One such alternative, referred to as "Concept F", proposes a north-south collector-distributor system parallel to Interstate 75, which would connect to the existing interchanges at I-75/Daniels Road and I-75/Alico Road. The Department and airport staff tentatively favor this concept, subject to concurrence by an I-75 Project Development and Environment (PD&E) Study and subsequent FHWA design/location approval. It is critical that the Applicant continue its close coordination with the Department through completion of the PD&E Study (FM #4062251). The study's Project Manager is Charles Bleam, who may be contacted in Bartow at (863) 519-2758. Local district contacts include: Mike Rippe, Director of the Southwest Area Office in Fort Myers, Don Barrett, I-75 Corridor Coordinator, and John Limbaugh, Community Liaison, all of which may be reached at (941) 461-4300.

2. Irrespective of the I-75 access issue above, the proposed improvements to Southwest Florida International Airport will impact the surrounding transportation network, and will need to be addressed as a Substantial Deviation within the Development of Regional Impact (DRI) process.

District One Planning Office, Modal Development Department
District One Southwest Area Office * Post Office Box 1030 * Fort Myers, FL 33902-1030
(941) 461-4300 * (941) 338-2353 (Fax) * MS 1-98



10.3 Appendix C – Public Meeting Minutes



APPENDIX C – PUBLIC MEETING MINUTES

MARCH 06, 2003

The [Joint Meeting of the Board of Port Commissioners of the Lee County Port Authority, with the Airports Special Management Committee](#), was held on this date in the Training Facility at the Southwest Florida International Airport (SWFIA), with the following members present:

LEE COUNTY PORT AUTHORITY

Ray Judah, Chairman
 John E. Albion, Vice-Chairman
 Douglas R. St. Cerny
 Robert P. Janes

AIRPORTS SPECIAL MANAGEMENT COMMITTEE

Gateley Daniel, Chairman
 Fran Myers, Vice-Chairman
 Hugh Thimlar
 Michael Geml
REGIONAL MEMBER(S)
 Representing Collier County, Jeffrey D. Fridkin

THE CHAIRMAN ANNOUNCED THAT COMMISSIONER ANDREW COY WAS ABSENT BECAUSE OF A SCHEDULING CONFLICT. COMMITTEE MEMBER ROBERT TAYLOR AND CHARLOTTE COUNTY REPRESENTATIVE RUFUS LAZZELL WERE ABSENT FOR THE ENTIRE MEETING.

The Chairman called the meeting to order at 9:32 a.m. The Invocation was given by Pastor David Comer, Christian Life Fellowship, followed by the Pledge of Allegiance to the Flag.

PRESENTATIONS

Commissioner Judah read and presented a 25th Year Anniversary Resolution noting that the Airport Police Department was established on March 15, 1978; stating that it was the first Airport Police Agency to be accredited by the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA); and proclaiming the week of March 15 to March 22, 2003 as the Lee County Port Authority Police Department’s 25th Anniversary Week. Chief of Police Richard Severson, on behalf of the Airport Police Department, accepted the Resolution; and introduced Administrative Coordinator Ray Landon and Lieutenant John Tuttle (retired), who assisted with originating the Department on March 14, 1978. Chief Severson read the list of names of the Police Department employees who were present at the meeting. Major Daniel W. Sizemore reviewed the Department’s accomplishments over the last twenty-five years. An anniversary celebration was held following the meeting.

Executive Director Robert M. Ball stated that recently, he had been presented with the Federal Aviation Administration Southern Region 2002 Air Carrier Airport Safety award, which is the prestigious award given when an airport has the ability to consistently meet and exceed requirements for safe operations; and informed the Board that this airport has achieved 100% compliance for seven consecutive years on its annual certification inspections. He clarified that this achievement does not happen very often, and stated that the credit goes to the men and women of the airport, and requested the following employees to come forward, for them and their fellow employees to join in this honor: Operations Agent Richard Keane, Ground Crew Equipment Operator Dave Hayes, Lead Tradesworker Airfield Mike Cook, Airport Police Officer Eric Burton, and Aircraft Rescue & Fire Fighting Technician

Federal Security Director Douglas M. Perkins presented a Letter of Appreciation to Executive Director Robert M. Ball and Staff for their excellent cooperation and partnering efforts at the airport, which has led to success in completing and meeting the Congressional Mandates created as a result of the Bill that originated the Transportation Security Administration (TSA). He stated that war has been declared on terrorism; and reported that SWFIA’s new equipment to help secure the sky is definitely ready to assist in this war. Mr. Perkins thanked the Lee County Port Authority Commissioners, and with the aid of Chairman Judah, presented an award inscribed with the words, “Partners in Security”, recognizing the Authority’s contribution in achieving world-class security at SWFIA. Chairman Judah thanked Mr. Perkins for the smooth transition that occurred at the airport.

9:30 A.M. AGENDA ITEM - Public Comment on Agenda Items
 Consent (C) and Administrative (A)

No one came forward to offer comment.

There were no requests for Consent Agenda items to be pulled for discussion by the individual Commissioners.

CONSENT AGENDA

1. COMMUNICATIONS

- (a) Request Board approve the following Minutes of the Board of Port Commissioners meetings:

May 14, 2001
 November 14, 2001
 February 12, 2002
 September 05, 2002 (Budget)

September 19, 2002 (Budget)
 December 10, 2002
 December 17, 2002

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

2. COMMITTEES AND BOARDS

No requests received.

3. LEGISLATION

- (a) Request Board adopt, by resolution, revisions to the Lee County Port Authority Policy Manual and Appendices and Purchasing Policy Manual. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent. [RESOLUTION NO. PA03-03-01](#)

4. BUDGETING, PURCHASES, CONTRACTS AND AGREEMENTS

- (a) Request Board approve the [First Extension to the Service Provider Agreement](#) for Mechanical Systems Service and Maintenance of Passenger Loading Bridges, Baggage Conveyor Systems, 400 Hertz Power Systems and Aircraft Air Conditioning Systems at Southwest Florida International Airport, with Oxford Electronics, Inc., to extend Contract No. 1247 for an additional two-years, with options for two additional one-year terms, among other contract modifications, for a total annual contract amount of \$212,039.00, plus parts and additional labor charges, as authorized. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (b) Request Board [amend the 457\(b\) Deferred Compensation Program](#) to provide participants the ability to borrow their money through a loan program. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent. [RESOLUTION NO. PA03-03-07](#)

- (c) Request Board consent to assignment of a lease of offices in the GAC Building at Page Field from Beaver Aviation Service, Inc. to Beaver Aviation South, Inc. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (d) Request Board approve a Nonparticipating Airline Airport Use Permit agreement with [Hyannis Air Service, Inc., d/b/a Cape Air](#). The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (e) Request Board approve an [amendment to FAA Lease No. DTFA06-01-L-00865](#), dated November 14, 2001, for construction and operation of a new Airport Surveillance Radar (ASR-11) system at Southwest Florida International Airport. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (f) Request Board approve a [Car Rental Concession Agreement](#) for Page Field General Aviation Airport with B and D Transportation Services, Inc., d/b/a Budget Rent-A-Car. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (g) Request Board approve a Car Rental Concession Agreement for Page Field General Aviation Airport with [Enterprise Leasing Corporation](#). The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (h) Request Board approve an [Access Agreement Allowing for Continuation of Remedial Work](#) Upon National Car Rental's Vacating Airport Location with Remediation and Liability Management Company, Inc. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (i) Request Board approve the purchase of one (1) Backhoe Loader Model 310G, with accessories, from Nortrax Equipment Company, utilizing the Florida Sheriff's Association Contract #02-10-0826, in the amount of \$65,246.44. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (j) Request Board authorize execution of a contract between the Lee County Port Authority and Johnson Engineering, Inc., for General Environmental and Planning Management and Related Consulting Services, in the amount of \$383,730.00. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (k) Request Board authorize execution of [Supplemental Agreement No. 1 between the Lee County Port Authority and Hole Montes](#), in the amount of \$60,800.00, to provide construction administration services for the Page Field Phase III Ramp and T-Hangar Buildings. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (l) Request Board authorize execution of [Supplemental Agreement No. 2 between the Lee County Port Authority and Hole Montes](#), in the amount of \$33,000.00, to provide construction administration services for the Page Field Multi-Use Hangar Building. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (m) Request Board authorize execution of [Supplemental Agreement No. 47 between the Lee County Port Authority and Owen-Ames-Kimball Company](#), in the amount of \$659,270.00, to provide construction related services for the Page Field Multi-Use Hangar; and approve a Total Project Budget in the amount of \$864,100.00. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (n) Request Board authorize execution of [Supplemental Agreement No. 48](#) between the Lee County Port Authority and Owen-Ames-Kimball Company, in the amount of \$1,683,525.00, to provide construction related services for the Page Field Phase III Ramp/T-hangar Buildings; and approve a Total Project

Budget in the amount of \$2,109,333.00. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (o) Request Board approve [Supplemental Agreement No. 1 to the Professional Services Agreement between Ricondo and Associates, Inc.](#) and the Lee County Port Authority. The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (p) Request Board approve a [Nonparticipating Airline Airport Use Permit agreement with MN Airlines, LLC, d/b/a Sun Country Airlines.](#) The Airports Special Management Committee and Staff recommend approval.

Commissioner Albion moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

5. DEPARTMENTAL MATTERS

No requests received.

6. EXECUTIVE DIRECTOR

No requests received.

7. PORT ATTORNEY

No requests received.

ADMINISTRATIVE AGENDA

1. COMMUNICATIONS

No requests received.

2. COMMITTEES AND BOARDS

No requests received.

3. LEGISLATION

No requests received.

4. BUDGETING, PURCHASES, CONTRACTS AND AGREEMENTS

- (a) Request Board award [PAB 03-01](#), SWFIA Midfield Terminal Complex - Parking Garage Package, to [D.H. Griffin Construction Company LLC](#), the lowest, most responsive, responsible bidder for the Base Bid and Alternate 1, in the amount of \$34,088,430.81. The Airports Special Management Committee and Staff recommend approval.

Commissioner Janes moved the item, seconded by Commissioner Albion. Commissioner Albion expressed appreciation, noting that this figure came in approximately \$5/\$6 million under what was anticipated in the bid process, and commended Development Director Mark Fisher and staff for a job well done. The motion was called and carried with Commissioner Coy absent.

THE CHAIRMAN ANNOUNCED THAT ITEM A4b HAS BEEN DEFERRED UNTIL AFTER CONSIDERATION OF THE APPEALS AGENDA. SEE THAT PORTION OF THE MEETING.

- (b) Request Board award PAB 02-22, SWFIA Midfield Terminal Complex – Passenger Boarding Bridges, to [INET Airport Systems, Inc.](#), the lowest, most responsive, responsible bidder for the Base Bid and

Alternates A-1, A-2, A-3 and A-4, in the amount of \$10,376,624.00. The Airports Special Management Committee and Staff recommend approval.

DIRECTLY AFTER CONSIDERATION OF THE APPEALS AGENDA ITEM:

The Chairman entertained a motion to move the item, consistent with the Appeals Bid Protest motion. Commissioner Albion so moved, seconded by Commissioner Janes, called and carried with Commissioner Coy absent.

- (c) Request Board adopt the [Southwest Florida International Airport Master Plan Update](#) as presented, subject to review and approval by the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT). The Airports Special Management Committee and Staff recommend approval.

Development Director Mark Fisher briefly reviewed the January status report on the development of the SWFIA Master Plan Update; and noted that the plan depicts the airport's planned development over the next 20 years, and enables airport projects to be eligible for state and federal grant funding. He stated that for this presentation, a 20-year airport layout plan, an environment overview and a financial plan have been developed. Birk Hillman and Associates representative Steve Ritter, and by Reynolds, Smith and Hills Consultants representative Jeff Breeden, and with the use of Powerpoint slides, which followed their [handout](#) (copy is on file in the Minutes Office), presented the Master Plan Update and reviewed the following issues:

- An overview subsequent to ASMC Workshop
- Master Planning overview containing the environmental overview, airport access, and financial plan
- Comparison of the enplanement projections
- The activity forecast
- Facility requirements – basic assumptions
- Facility requirements for 2005, 2010 and 2020
- Composite and refined alternatives
- Environmental overview – consequences categories
- Noise and Land Use analysis
- Aircraft flight corridor and Wetlands Map
- Airport access – “Concept 2FMR” preferred
- CIP – Summary by phase and major component and funding sources

Mr. Breeden stated that, in the Master Plan, it is recommended that the Port Authority should work cooperatively with FDOT and Lee County DOT to secure the necessary right-of-way between Treeline Avenue and I-75. Mr. Ritter noted that the total CIP consisted of approximately \$1.01 billion in improvements. He stated that the requested action today was to approve the Draft Master Plan Document including the refined alternative; and to authorize the Lee County Port Authority staff to submit the 2003 Master Plan Update to the FAA and FDOT for review and approval. The Chairman entertained a motion to support the recommendations. Commissioner St. Cerny so moved, seconded by Commissioner Janes, called and carried with Commissioner Coy absent.

- (d) Request Board endorse submittal of a [Comprehensive Plan Amendment](#) to incorporate the 2002 SWFIA Master Plan Update into the Lee County Comprehensive Plan. The Airports Special Management Committee and Staff recommend approval.

Development Director Mark Fisher reported that the Legislature adopted language which allows airports to utilize information within an airport's Master Plan to fulfill the Development of Regional Impact (DRI) Comprehensive (Comp) Plan requirements; Lee County and the Port Authority entered into a Memorandum of Understanding (MOU) whereby procedures were established on how to satisfy the DRI requirements. He stated the Airport Development Committee consisted of various Lee County staff that advised the airport during the preparation of the Comp Plan Amendment. Reynolds, Smith and Hills Consultants representative Jeff Breeden, with the use of Powerpoint slides, which followed their [handout](#) (copy is on file in the Minutes Office), gave a brief overview of the Comp Plan; and stated that the goals for this presentation were: review of recent changes in Florida Statutes regarding Airport DRI's, the MOU between Lee County and Lee County Port Authority, and a Draft Lee Plan application update summary; and explained that the local Master Plan must be incorporated into the local Comprehensive Plan. He reviewed the following maps: the refined alternative; Future Land Use Map; future airport land use; and the non-aviation related development, calling attention to the five uses: hotel/motel, office use, gas station/convenience store, warehouse/distribution, and light manufacturing/assembly (the maps are contained in the Comprehensive Plan Amendment). He stated that he was requesting approval to submit the draft Lee Plan Application, with the recognition that it is a draft, as outlined in the MOU. He recognized Community Development Planner Matt Noble, who stated that Lee County Staff wished it known that this is the start of the process; the Lee Plan Amendment language will be modified over the course of the upcoming review; noted there are still issues that County Staff wishes to discuss with the Airport Staff and Consultants to achieve the desired results to incorporate the Airport into

the County’s Comp Plan and, in time, to abandon the DRI. Commissioner Janes thanked everyone for holding the gas station/convenience stores to only 3,500 square feet. The Chairman entertained a motion to move forward with the recommendation. Commissioner Janes so moved, seconded by Commissioner St. Cerny. The Chairman thanked everyone involved in this difficult endeavor. The motion was called and carried with Commissioner Coy absent.

- (e) Request Board award PAP 03-04, Request for Proposals for a Disadvantaged Business Enterprise (DBE) firm to operate an On-Airport Rental Car Concession at Southwest Florida International Airport, to Nitelines USA, Inc.; and authorize staff to begin contractual negotiations. The Airports Special Management Committee and Staff recommend approval.

Commissioner St. Cerny moved 4(e), seconded by Commissioner Albion. Finance Department Director Benjamin Siegel was available to respond to questions. The motion was called and carried with Commissioner Coy absent.

CONVENE AS BOARD OF COUNTY COMMISSIONERS

- (f) Request Board of County Commissioners hold a public hearing to approve a resolution to allow Aero Fort Myers, LLC and the Capital Trust Agency to issue tax-exempt bonds for the acquisition and rehabilitation of the cargo building at Southwest Florida International Airport. The Airports Special Management Committee and Staff recommend approval. (Affidavit)

FOR ACTION TAKEN, REFER TO THE MEETING OF THE BOARD OF COUNTY COMMISSIONERS.

- (g) Request Board of County Commissioners approve an interlocal agreement, with the Capital Trust Agency, to allow the Agency to issue tax-exempt bonds for the acquisition and rehabilitation of the cargo building at Southwest Florida International Airport, on behalf of the lessee Aero Fort Myers, LLC. The Airports Special Management Committee and Staff recommend approval.

FOR ACTION TAKEN, REFER TO THE MEETING OF THE BOARD OF COUNTY COMMISSIONERS.

RECONVENE AS BOARD OF PORT COMMISSIONERS

- (h) Request Board approve leasehold mortgage between Aero Fort Myers, LLC and Bank One, National Association, as trustee; and authorize the chairman to execute the [required documents](#) upon closing of the transaction. The Airports Special Management Committee and Staff recommend approval.

Commissioner St. Cerny moved 4(h), seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

5. DEPARTMENTAL MATTERS

No requests received.

6. EXECUTIVE DIRECTOR

No requests received.

7. PORT ATTORNEY

No requests received.

APPEALS AGENDA
BID PROTEST

4. BUDGETING, PURCHASES, CONTRACTS AND AGREEMENTS

- (a) Package; and consider Bid Dispute Committee’s recommendation to deny the protest and award the contract to INET Airport Systems, Inc.

Assistant Port Authority Attorney Gregory S. Hagen reminded the Board of his [letter dated February 21, 2003, which detailed the protest procedures](#) (copy is on file in the Minutes Office). The Chairman called for Jetway Systems, Inc. to present their protest; however, no one came forward. INET Airport Systems was available with their [handout](#) and ready to proceed (copy is on file in the Minutes Office). The Chairman inquired if the Commissioners had questions; no one responded. The Chairman entertained a motion to support the recommendation from the Bid Dispute

Committee, who had voted unanimously (4-0) to deny Jetway's bid protest and award the contract to INET, and the Airports Special Management Committee, who recommended the Board of Port Commissioners award the bid to INET, contingent on the outcome of the bid protest. Commissioner Albion so moved, seconded by Commissioner St. Cerny. In response to the Chairman's inquiry, Attorney Hagen stated that Jetway Systems had been given the opportunity to appear. Commissioner St. Cerny stated that the backup is complete, and was comfortable going ahead with the motion. The motion was called and carried with Commissioner Coy absent.

AT THIS TIME, ADMINISTRATIVE AGENDA ITEM 4(b) WAS HEARD. SEE THAT ITEM FOR THE MOTION.

AT THE END OF THE EXECUTIVE DIRECTOR ITEMS: Attorney Hagen further confirmed that he had notified Jetway Systems about today's hearing on at least three separate occasions; that a copy of his letter is on file with the Clerk of Courts Minutes Office, and added that the firm's representative was present at the ASMC meeting on February 24, 2003.

COMMISSIONER ITEMS

DOUBLE THANK-YOU - Commissioner Albion thanked Staff for the excellent job they have done with moving the airline passengers throughout the terminal concourse, particularly since the new security procedures coincided at the busiest time of the year for the traveling public; noted that a lot of great planning has produced great results; and expressed his appreciation - not only as a Commissioner, but as a passenger.

PLANNING PLUS WORK CREATES A SUPERIOR PRODUCT- Commissioner Janes agreed with Commissioner Albion's statement; and also wanted Federal Security Director Douglas M. Perkins to know that the Board appreciates the tremendous amount of work that he and his staff have done in planning and operating the new checkpoint security system. He believed, after visiting other airports, that SWFIA is handled far more efficiently.

COMMITTEE APPOINTMENTS

Chairman Judah entertained a motion to reappoint both Mr. Jeffrey Fridkin and General Rufus Lazzell as Regional Members on the ASMC for another two years. Commissioner St. Cerny so moved, seconded by Commissioner Albion, called and carried with Commissioner Coy absent. General Lazzell was absent; however, Mr. Fridkin responded that he was grateful for the opportunity because it is an exciting group to work with, along with exciting projects to work on. The motion was called and carried with Commissioner Coy absent.

COMMENTS FROM THE CHAIRMAN OF THE AIRPORTS SPECIAL MANAGEMENT COMMITTEE

Chairman Daniel stated he had nothing to discuss at this time.

FRAN'S HOT LIST - Ms. Myers presented her handout entitled [Fran's Hot List, January 2003](#) (copy is on file in the Minutes Office); and reported that, this past week, the Visitor Convention Bureau (VCB) and the Tourist Development Council (TDC) have started to closely monitor the tourist industry for any changes in reservations and cancellations due to the uncertain conditions with Iraq.

EXECUTIVE DIRECTOR ITEMS

EXECUTIVE DIRECTOR'S MONTHLY REPORT - Executive Director Robert M. Ball presented the following items of interest, which are contained in his update "[Executive Director's Comments, Joint Meeting, March 6, 2003](#)", (copy is on file in the Minutes Office):

ANNOUNCEMENTS

The Port Authority, in close cooperation with Lee County staff, is once again leading the way for other Florida airports. Incorporation of an Airport Master Plan into the local Comprehensive Plan is an allowable substitution for the Development of Regional Impact process, due to the new regulations. SWFIA is the first airport to apply the new rules and are proud to serve as the test case. This change has the promise of streamlining development reviews and minimizing FAA conflicts – a benefit for Lee County and all airports across Florida. Port Authority and County staff have been working closely over the last few months educating each other on airport and county planning. SWFIA appreciates the assistance from numerous county employees who have contributed to this effort through meetings, reviews and recommendations. Mr. Ball recognized those present: Assistant County Attorney Dawn E. Lehnert, Transportation Department Engineer Andy Getch, Development Services Planner Bryan Kelner, Community Development Planner Matt Noble, and Senior Environmental Planner Kim Trebatoski. The Port Authority thanked them for their efforts.

Condor will offer nonstop service between Frankfurt and SWFIA beginning this summer, and a Sunday flight will be offered starting May 4th and continuing through October 19th.

Air Tran inaugurated one daily nonstop flight to Philadelphia on February 5th.

Spirit Airlines added additional service to Detroit and Chicago-O'Hare this month.

US Airways began year-round daily nonstop service to Washington Regan National Airport on February 9th.

The Transportation Security Administration certified Corporal Eric Runge and Officer Keith Francis, along with their canine partners Barry and Nero, for completing the TSA's explosives-detection program.

Development Director Mark Fisher has been named Chairman of the Southwest Florida Steering Committee for the Continuing Florida Aviation Systems Planning process (FASP), one of nine regional committees, that together with a statewide committee, will review aviation activity forecasts, community air transportation demand projects, and other data used to update the Florida Aviation Systems Plan.

STATISTICS:

January passenger volume set a record increase of 12.96% compared to 2002; fiscal year volume increased 14.44%; making this the second consecutive month that passengers exceeded FY2001/2002 levels. January International traffic increased 35.45%. January Airmail increased 38.62%; airfreight decreased 12.08%; total landed weight increased 42,000 units and 99,000 units above budgeted projections. On-airport rental car sales increased 24.40%; off-airport rental increased 45.97% for the month, and 53.94% for the year. December parking lot revenues increased 37.77% compared to the same period last year. Retail shops combined sales increased 10.75% compared to December 2001. Total food concessions sales increased 23.69% for the month.

AT THIS TIME, ASSISTANT PORT AUTHORITY ATTORNEY GREGORY S. HAGEN MADE AN ADDITIONAL STATEMENT REGARDING THE BID PROTEST. SEE THAT PORTION OF THE MEETING.

EXTRA ITEM -- Presentation on the Southwest Florida International Airport Midfield Terminal Complex Progress Report, March 2003

DMJM Aviation Program Manager Dan L. Schultz, gave a presentation and presented a [handout that described the progress that has been made on the Terminal and site](#) (copy is on file in the Minutes Office). Mr. Schultz reviewed that the:

- Terminal building construction is now vertical - see handout cover and pages 8 thru 10
- First floor columns and second level floor beams are being poured
- Underground electrical duck banks have begun
- Chiller building foundation walls are completed
- Piling work for the terminal building is completed
- Site development continues, with the creation of wet and dry detention areas
- Sizeable drainage structures have been built; and lime rock put in place on the service roads
- Airside components are underway with the assemblage of 5000 feet of hydrant fueling pipe
- Installation of 1000 feet of electrical duck banks is in place
- Notice to Proceed was issued for landside work in January
- Perimeter road has been paved linking current terminal area to the Midfield construction site
- Construction on Ben Hill Griffin Parkway/Treeline Avenue extension is progressing
- Mitigation Park Development: nuisance trees/plants are being eradicated
- Site H parcel is fenced; surface road from Corkscrew has been constructed

Mr. Schultz reported that the construction program is on schedule and 5% under budget; and noted that page 22 indicates the construction schedule. On page 23, an update is provided on impending Transportation Security Administration (TSA) changes, and identifies potential opportunities for airport system upgrades and airline tenant improvements. He stated that moving forward will require additional program funding, especially for the TSA improvements; and noted that Executive Director Robert M. Ball and advisors are presently putting the finishing touches on a plan which will address the funding issues. Mr. Schultz stated his staff is working with the Port Authority's Development Department identifying ways and means to incorporate the impending changes and minimize impacts to the Midfield completion date; and added that this proposal will be presented in the near future. In response to Mr. Geml's question, Mr. Schultz concurred that the progress at the Midfield site is setting the blueprint for future airport designs and construction - as far as TSA and airport security goes; and when opened, the terminal will be state of the art. The Chairman opined that Mr. Schultz, Mr. Ball and staff need to be commended.

The Chairman adjourned the meeting at 10:45 a.m.

ATTEST:
CHARLIE GREEN, CLERK

Deputy Clerk

[Chairman, Lee County Port Authority](#)

FEBRUARY 24, 2003

A Meeting of the [Airports Special Management Committee](#) was held this date in the Training Facility at the Southwest Florida International Airport (SWFIA), with the following Members present:

Gateley Daniel, Chairman
 Fran Myers, Vice-Chairman
 Robert Taylor
 Hugh Thimlar
REGIONAL MEMBER(S):
 Representing Charlotte County,
 Brigadier General Rufus Lazzell (U.S. Army Retired)

MR. MICHAEL GEML AND COLLIER COUNTY REPRESENTATIVE JEFFREY FRIDKIN WERE ABSENT FOR THE ENTIRE MEETING.

The Chairman called the meeting to order at 1:32 p.m., followed by the Pledge of Allegiance to the Flag.

PRESENTATIONS

Executive Director Robert M. Ball, General Aviation Services Director Peter Modys, Public Relations Director Susan Sanders, Operations Manager Thomas Nicholas and Chairman Daniel presented [Length of Service Awards](#) to the following Port Authority employees:

TEN YEAR SERVICE AWARD

Laska L. Ryan, Aviation Marketing Communications Senior Manager – February 15, 2003

FIFTEEN YEAR SERVICE AWARD

Mark Fisher, Development Division Director – February 28, 2003

TWENTY YEAR SERVICE AWARD

Bobby Orick, Operations Manager – February 03, 2003
 Rodney Jacobson, Maintenance Supervisor – February 10, 2003

PUBLIC AGENDA - Public Comment on Agenda Items Consent (C) and Administrative (A)

A(a) - [Anthony B. Torres](#), representing FMC-Jetway, a bidder for PAB 02-22, SWFIA Passenger Boarding Bridges, spoke on the Buy American Act; opposed the bid award to INET Airport Systems; and stated that INET has not presented the full information requested by SWFIA.

A(a) – [Edward J. Gill](#), representing INET and Dewbridge Airport Systems, stated that INET had certified compliance with the Buy American requirements; and has provided information to the Committee detailing compliance.

There were no requests for Consent Agenda items to be pulled for discussion by the individual Commissioners.

CONSENT AGENDA

- (a) Request Board consent to assignment of a lease of offices in the GAC Building at Page Field from Beaver Aviation Service, Inc. to Beaver Aviation South, Inc. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (b) Request Board approve a Nonparticipating Airline Airport Use Permit agreement with Hyannis Air Service, Inc., d/b/a Cape Air. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (c) Request Board adopt, by resolution, revisions to the Lee County Port Authority Policy Manual and Appendices and Purchasing Policy Manual. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (d) Request Board approve an amendment to FAA Lease No. DTFA06-01-L-00865, dated November 14, 2001, for construction and operation of a new Airport Surveillance Radar (ASR-11) system at Southwest Florida International Airport. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (e) Request Board approve a Car Rental Concession Agreement for Page Field General Aviation Airport with B and D Transportation Services, Inc., d/b/a Budget Rent-A-Car. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (f) Request Board approve a Car Rental Concession Agreement for Page Field General Aviation Airport with Enterprise Leasing Company. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (g) Request Board approve an Access Agreement Allowing for Continuation of Remedial Work Upon National Car Rental's Vacating Airport Location with Remediation and Liability Management Company, Inc. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (h) Request Board approve the purchase of one (1) Backhoe Loader Model 310G, with accessories, from Nortrax Equipment Company, utilizing the Florida Sheriff's Association Contract #02-10-0826, in the amount of \$65,246.44. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (i) Request Board authorize execution of a contract between the Lee County Port Authority and Johnson Engineering, Inc., for General Environmental and Planning Management and Related Consulting Services, in the amount of \$383,730.00. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (j) Request Board authorize execution of Supplemental Agreement No. 1 between the Lee County Port Authority and Hole Montes, in the amount of \$60,800.00, to provide construction administration services for the Page Field Phase III Ramp and T-Hangar Buildings. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (k) Request Board authorize execution of Supplemental Agreement No. 2 between the Lee County Port Authority and Hole Montes, in the amount of \$33,000.00, to provide construction administration services for the Page Field Multi-Use Hangar Building. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (l) Request Board authorize execution of Supplemental Agreement No. 47 between the Lee County Port Authority and Owen-Ames-Kimball Company, in the amount of \$659,270.00, to provide construction related services for the Page Field Multi-use Hangar; and approve a Total Project Budget in the amount of \$864,100.00. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (m) Request Board authorize execution of Supplemental Agreement No. 48 between the Lee County Port Authority and Owen-Ames-Kimball Company, in the amount of \$1,683,525.00, to provide construction related services for the Page Field Phase III Ramp/T-hangar Buildings; and approve a Total Project Budget in the amount of \$2,109,333.00. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (n) Request Board approve Supplemental Agreement #1 to the Professional Services Agreement between Ricondo and Associates, Inc. and the Lee County Port Authority. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (o) Request Board approve a Nonparticipating Airline Airport Use Permit agreement with MN Airlines, LLC, d/b/a Sun Country Airlines. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (p) Request approval of the following Minutes of the Airports Special Management Committee Meetings: October 30, 2002, November 25, 2002 and December 18, 2002. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

ADMINISTRATIVE AGENDA

- (a) Request Board award PAB 02-22, SWFIA Midfield Terminal Complex – Passenger Boarding Bridges, to INET Airport Systems, Inc., the lowest, most responsive, responsible bidder for the Base Bid and Alternates A-1, A-2, A-3 and A-4, in the amount of \$10,376,624.00. Staff recommends approval.

Development Director Mark Fisher stated that this was the eighth bid award associated with the Midfield complex; advised that it was related to 27 passenger boarding bridges; noted that three bids were received, and the low bid was submitted by INET Airport Systems. He informed the Committee that a bid protest was received from FMC-Jetway; and that presentations were heard by the Port Authority’s Bid Dispute Committee, who unanimously concurred with DMJM Aviation and Staff’s recommendation. In response to Mr. Lazzell’s question regarding Mr. Torres and Mr. Gill’s comments regarding the percentage of the components being made in America, Mr. Fisher reviewed the bidding procedures and noted that all bidders must meet the Buy American requirement. He stated that as a result of the bid protest, additional information was requested, and the response submitted satisfied the Buy American requirement certification to the Committee’s satisfaction. Assistant Port Authority Attorney Gregory S. Hagen stated that this issue is contingent upon the Board hearing of March 06, 2003; that the bid protest is on-going; and that this Committee does not have a direct role in that process. He added that the motion would be contingent upon the outcome of the bid protest. Attorney Hagen explained that the Buy American provisions are not straight forward; and that there are a number of ways a firm can certify and demonstrate compliance. He added that the Port Authority Board would get a full presentation at the bid protest hearing. After further discussion, Ms. Myers moved the item, seconded by Mr. Taylor. Mr. Taylor stated his understanding was that the Committee, one member being ASMC Member Michael Geml, listened to the facts and that everyone had concurred. The motion was called and carried with Mr. Geml and Mr. Fridkin absent.

- (b) Request Board adopt the [Southwest Florida International Airport Master Plan Update](#) as presented, subject to review and approval by the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT). Staff recommends approval.

Development Director Mark Fisher briefly reviewed the January status report on the development of the SWFIA Master Plan Update; and noted that the plan depicts the airport’s planned development over the next 20 years, and enables airport projects to be eligible for state and grant funding. He reviewed the previously presented issues; and stated that, for this presentation, a 20-year airport layout plan, an environment overview and a financial plan have been developed. Birk Hillman and Associates representative Steve Ritter, assisted by Garfield Eden, and with the aid of [overhead projections](#) which followed their handout (copy is on file in the Minutes Office), presented the Master Plan Update and reviewed the following issues:

- An overview subsequent to ASMC Workshop
- Master Planning overview containing the environmental overview, airport access, and financial plan
- Comparison of the enplanement projections
- The activity forecast
- Facility requirements – basic assumptions
- Facility requirements for 2005, 2010 and 2020
- Composite and refined alternatives
- Environmental overview – consequences categories
- Noise and Land Use analysis
- Aircraft flight corridor and Wetlands Map
- Airport access – “Concept 2FMR” preferred
- Capital Improvement Program (CIP) – Summary by phase and major component,

CIP funding sources

Mr. Eden stated the Port Authority should work with FDOT and Lee County DOT to secure the necessary right-of-way to I-75. Mr. Ritter stated that the total CIP consisted of approximately \$1.01 billion in improvements, and the breakdown can be found on the tenth page of the handout; and noted that in funding sources, Federal grants accounted for approximately 33%, State grants for 19%, and other funds for 3%. Mr. Ritter stated that the requested action today was to approve the Draft Master Plan Document including the refined alternative; and to authorize the Lee County Port Authority staff to submit the 2003 Master Plan Update to the FAA and FDOT for review and approval. Ms. Myers moved the item, seconded by Mr. Taylor. After further discussion between the presenters, staff, and the Committee, the motion was called and carried with Mr. Geml and Mr. Fridkin absent.

- (c) Request Board endorse submittal of a [Comprehensive Plan Amendment](#) to incorporate the 2002 SWFIA Master Plan Update into the Lee County Comprehensive Plan. Staff recommends approval.

Development Director Mark Fisher reported that the Legislature adopted language which allows airports to utilize information within an airport's Master Plan to fulfill Development of Regional Impact (DRI) in Comprehensive (Comp) Plan requirements; Lee County and the Port Authority entered into a Memorandum of Understanding (MOU) whereby procedures were established on how to satisfy the DRI requirements. He stated the Airport Development Committee consisted of various Lee County staff that advised the airport and have given expert knowledge during the preparation of the Comp Plan Amendment. Reynolds, Smith and Hills Consultants representative Jeff Breeden, with the aid of [overhead projections](#) which followed their handout (copy is on file in the Minutes Office), gave a brief overview of the Comp Plan; and stated that the goals for this presentation were: review of recent changes in Florida Statutes regarding Airport DRI's, the MOU between Lee County and Lee County Port Authority, and a Draft Lee Plan application update summary and requested action; and explained that the local Master Plan must be incorporated into the local Comprehensive Plan. He reviewed the following maps: the refined alternative; Future Land Use Map; future airport land use; and the non-aviation related development, calling attention to the five uses: hotel/motel, office use, gas station/convenience store, warehouse/distribution, and light manufacturing/assembly (maps are on file in the Minutes Office). He stated that the desired action requested today is to endorse submittal of a Comprehensive Plan Amendment Application to incorporate the 2020 SWFIA Master Plan Update into the Lee County Comprehensive Plan. Mr. Lazzell moved approval, seconded by Ms. Myers, called and carried with Mr. Geml and Mr. Fridkin absent.

- (d) Request Board award PAP 03-04, Request for Proposals for a Disadvantaged Business Enterprise (DBE) firm to operate an On-Airport Rental Car Concession at Southwest Florida International Airport, to Nitelines USA, Inc.; and authorize staff to begin contractual negotiations. Staff recommends approval.

Finance Department Director Benjamin Siegel reviewed the history of the item, and stated that during the presentations in January 2003, AKI Holdings withdrew their proposal; and noted that, after hearing the Nitelines USA presentation, the Committee requested additional information, and the item was rescheduled. Mr. Siegel reported that, at this time, staff recommends Nitelines USA, Inc. be awarded the contract; and requested staff be allowed to commence contract negotiations with the firm. Mr. Lazzell moved approval, seconded by Mr. Thimlar. In response to Mr. Taylor's query, Mr. Siegel affirmed that after the contract has been negotiated, it will be brought back before the Committee and the Board. The motion was called and carried with Mr. Geml and Mr. Fridkin absent.

- (e) Request Board of County Commissioners hold a public hearing to approve a resolution to allow Aero Fort Myers, LLC and the Capital Trust Agency to issue tax-exempt bonds for the acquisition and rehabilitation of the cargo building at Southwest Florida International Airport. Staff recommends approval.

Finance Department Director Benjamin Siegel reviewed the issues and stated this hearing is required under Federal law. Ms. Myers moved the item, seconded by Mr. Taylor, called and carried with Mr. Geml and Mr. Fridkin absent.

- (f) Request Board of County Commissioners approve an interlocal agreement, with the Capital Trust Agency, to allow the Agency to issue tax-exempt bonds for the acquisition and rehabilitation of the cargo building at Southwest Florida International Airport, on behalf of the lessee Aero Fort Myers, LLC. Staff recommends approval.

Finance Department Director Benjamin Siegel briefly reviewed the request. Mr. Taylor moved the item, seconded by Mr. Lazzell, called and carried with Mr. Geml and Mr. Fridkin absent.

- (g) Request Board approve leasehold mortgage between Aero Fort Myers, LLC and Bank One, National Association, as trustee; and authorize the chairman to execute the required documents upon closing of the transaction. Staff recommends approval.

Finance Department Director Benjamin Siegel briefly reviewed the request. Ms. Myers moved the item, seconded by Mr. Taylor, called and carried with Mr. Geml and Mr. Fridkin absent.

EXECUTIVE DIRECTOR ITEMS

EXECUTIVE DIRECTOR MONTHLY REPORT - Executive Director Robert M. Ball stated he would forego his usual report until the Joint Meeting.

THANK YOU – Mr. Ball thanked the County Staff for their hard work and know how in helping the airport with their Comprehensive Plan and planning efforts; and added that he believed the airport is heading toward a very good Plan for Lee County. In response to Mr. Taylor, Mr. Ball stated that he believed SWFIA will be one of the first airports in Florida to attempt and bring about this endeavor.

ALSO PROVIDED: (copies are on file in the Minutes Office)

- [February 2003 SWFIA and Page Field Monthly Project Summary](#)
- [February 17, 2002 Status on Bids/Quotes/LOQs Procurement Status](#)
- [December 2002 SWFIA Statistical Reports](#)

AIRPORT SPECIAL MANAGEMENT COMMITTEE ITEMS

AIR SHOW - Mr. Lazzell reminded everyone that Charlotte County would be having an International Air Show on March 22/23 with the Blue Angels as one of the attractions; and invited one and all to attend.

The Chairman adjourned the meeting at 2:40 p.m.

ATTEST:
CHARLIE GREEN, CLERK

Deputy Clerk

[Chairman, Lee County Airports](#)
Special Management Committee

JANUARY 28, 2002

A Meeting of the Airports Special Management Committee was held this date in the Training Facility at the Southwest Florida International Airport (SWFIA), with the following Members present:

Hugh Thimlar, Chairman
 Robert Taylor, Vice-Chairman
 Gateley Daniel
 Michael Geml
 Fran Myers
REGIONAL MEMBER(S):
 Representing Charlotte County,
 Brigadier General Rufus Lazzell (U.S. Army Retired)
 Representing Collier County, Jeffrey D. Fridkin

The Chairman called the meeting to order at 1:30 p.m., followed by the Pledge of Allegiance to the Flag.

REORGANIZATION OF THE AIRPORTS SPECIAL MANAGEMENT COMMITTEE

Chairman Thimlar thanked the Committee members for their assistance during the past year; and commended Executive Director Robert M. Ball, General Services Director Pamela L. Conner, and staff for their work. He then called for nominations for the new Chairman. Mr. Taylor nominated Michael Geml to serve, and the Committee approved unanimously. After Mr. Geml assumed the chair and thanked the Committee members for the opportunity to serve as Chairman for a third term, he nominated Robert Taylor to serve as Vice-Chairman, to return to the same cycle the Committee had been in for a few years. He requested that Hugh Thimlar continue as ASMC representative on the Horizon Council, and that Fran Myers continue with the Tourist Development Council. After Mr. Thimlar and Ms. Myers agreed, Chairman Geml's recommendations were unanimously approved.

PRESENTATIONS

General Aviation Services Director Peter Modys, Assistant Executive Director Edmund J. Henke, and Chairman Geml presented Length of Service Awards to the following Port Authority employees:

FIFTEEN YEAR SERVICE AWARD

Thomas J. Nichols, Senior Manager, Operations Department - December 4, 2001

TEN YEAR SERVICE AWARD

Benjamin R. Siegel, Department Director, Finance - January 16, 2002

PUBLIC AGENDA - Public Comment on Agenda Items Consent (CA) and Administrative (AA)

C(d) - Cliff Berry Inc. (CBI) representative Jeff Smith explained CBI's position that the bid process was fair; commented on the high cost to rebid; and requested that PAB 02-03 be awarded to CBI as the lowest responsive bidder.

The following are the Consent Agenda items that each Committee member wished to have discussed:

Mr. Lazzell - None
 Mr. Daniel - None
 Ms. Myers - None
 Mr. Thimlar - None
 Mr. Taylor - C(d)
 Mr. Fridkin - C(d)
 Mr. Geml - None

CONSENT AGENDA

- (a) Request Board approve a transfer of funds, between the Lee County Port Authority and the Lee County Department of Transportation, in order to provide Alico Road improvements necessary for the

construction of the Southwest Florida International Airport Midfield Terminal Project. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Mr. Daniel, called and carried.

- (b) Request Board approve an Airport Provider Permit agreement, with Superior Aircraft Services, Inc., to allow provision of skycap and security screening services for airlines at Southwest Florida International Airport. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Mr. Daniel, called and carried.

- (c) Request Board approve an amended and restated lease of offices, in the GAC Building at Page Field, to Beaver Aviation Service, Inc. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Mr. Daniel, called and carried.

- (d) Request Board reject bids received for PAB 02-03, pursuant to the recommendation of the Bid Dispute Committee; and direct staff to re-advertise for this project. Staff recommends approval.

PULLED FOR DISCUSSION

In response to Mr. Taylor's question, Development Director Mark Fisher confirmed that the Bid Dispute Committee had reviewed the specifications for the bid and found them to be unclear in specifying the type of bid that was acceptable. Mr. Fisher explained that presentations had been made to the Bid Dispute Committee by TKW, the consulting engineer; by Florida Environmental Compliance Corporation (FECC), the bid protestor; and by Cliff Berry Inc. (CBI), the affected party. Mr. Fridkin stated that he would abstain from voting on this request, because one of his current clients is included on the bid list. Mr. Fisher responded to Mr. Geml's inquiries by stating that the rebid would be done in the most economical way possible after TKW reformats the bid documents to clarify the acceptable procedures and methodologies; that the only costs would be for staff time; and that all bid prices become public record upon opening of the bids. Mr. Thimlar remarked that he was on the Bid Dispute Committee; and opined that the request to rebid was a matter of fairness, regardless of the cost. Mr. Taylor moved approval, seconded by Ms. Myers. Mr. Taylor opined that the cost of a long dispute on the issue would exceed the cost to rebid. TKW representative John Barker confirmed that there would be no additional cost for preparation of the new bid documents. Mr. Taylor asked whether the delay would cause problems in completing the project; and Mr. Fisher stated that, because there are no grant, compliance, or other deadlines, there is no timeline associated with this project. The motion was called and carried with Mr. Fridkin abstaining.

- (e) Request Board approve budget amendments in Funds 41200 - Operating Fund, in the amount of \$1,850,000.00; and 41250 - PFC Revenue Fund, in the amount of \$9,300,000.00, for Fiscal Year 2001, to reflect additional reimbursement to the Airport Discretionary - 41231. Staff recommends approval.

Mr. Lazzell moved approval, seconded by Mr. Daniel, called and carried.

ADMINISTRATIVE AGENDA

- (a) Request Board approve an agreement between the Lee County Port Authority and the U.S. Department of Transportation, Transportation Security Administration (TSA). The agreement defines the operating requirements for TSA training certification of the Port Authority's three existing canine explosive detection teams, and provides for the reimbursement of canine team expenses up to \$40,000.00 per year per team. Staff recommends approval.

General Aviation Services Director Peter Modys briefly described the request, and remarked that up to \$120,000.00 per year could be authorized for reimbursement. Mr. Lazzell moved approval, seconded by Mr. Daniel. In response to Ms. Myers' question, Mr. Modys explained that the recent drug bust was a U.S. Customs operation that did not involve the Port Authority. The motion was called and carried.

- (b) Presentation on information comprising the draft Southwest Florida International Airport Master Plan Update.

Development Director Mark Fisher commented that this item is a result of the Committee's request for a more in-depth explanation of the analyses and assumptions involved in the Master Plan Update. He added that, although no specific action is requested, any comments, guidance, or direction from Committee members would be incorporated in the final Master Plan documents. Birk Hillman Project Manager Mike Arnold reviewed and explained the information contained in a [PowerPoint slide presentation](#) (printed copy on file in the Minutes Office); and responded to questions

from Committee members throughout the program. He noted that the SWFIA Master Plan is different from others only in that utility mapping was included as part of the inventory process; and that the focus of this presentation would be the forecasts and the alternatives, which make up the heart of the Master Plan. After briefly summarizing the slides dealing with the Overview, Goals, and Objectives, Mr. Arnold responded to questions from Mr. Taylor regarding the correct projections of future demands and the fleet mix as the bases for the remainder of the Master Plan ([slides 1 thru 5](#)). Ricondo representative Garfield Eaton pointed out that the five-county Air Trade Area, which drives the area's activities, involves economic factors such as population, retail sales, and employment ([slides 6 thru 8](#)). He explained the use and significance of historical enplanement figures, enplanement projection methodologies, market share forecasts, socioeconomic regression and trend forecasts, and the possible effects of a new low-fare entrant or an economic downturn; and described how these factors were incorporated and analyzed to obtain the recommended projections of 3.8% annual growth over the next 20 years for a total of 5.6 million enplanements by 2020 ([slides 9 thru 12](#)). During his description of the factors contributing to fleet mix and total airport operations, Mr. Eaton commented on SWFIA's increased market share of domestic and international air carrier operations; increases in air carrier load factors and average seats per aircraft; changes in aircraft types; and increases in regional/commuter and general aviation operations ([slides 13 thru 18](#)). After briefly reviewing information on increases in air cargo volume, Mr. Eaton explained the translation of enplanement and operational projections into "peak month/average day/peak hour" enplanement projections to allow for the planning of various airport facilities ([slides 19 thru 24](#)). Following a brief description of the local and national effects of the September 11 attacks and the economic recession, Mr. Eaton noted that enplanements at SWFIA are nearly back to the 1999-2000 levels after dropping drastically in September ([slides 25 thru 26](#)). Mr. Arnold described slides 27 thru 31, which include information regarding projected runway system demand vs. capacity, effects of the extreme seasonal peak, facility requirements, and factors influencing site and facility layout. After pointing out that a Facility Requirements Summary Table is included at the back of the handout, he reviewed slides 32 thru 44, which illustrate each of the three options considered for various facilities; and explained the rationale for selection of specific options (highlighted in yellow) included in the Composite Alternative on slide 45. Mr. Arnold concluded the presentation by reviewing the timetables for the Environmental Assessment/DRI and the "Next Steps" ([slides 46 & 47](#)), which indicate that the DRI is to be submitted to the agencies by August 2002 and that the Draft Final Report should be ready in Early Summer 2002. In response to members' questions during the presentation, Mr. Eaton stated that census population figures are utilized separately from seasonal population peaks; that the possibility of SWFIA becoming an alternate hub for Miami or some other city had not been considered in these forecasts due to the high level of speculation involved; that the increased activity level in airports with new low-fare carriers also benefited the existing carriers; that the Federal Aviation Administration (FAA) requires a valid explanation if Master Plan projections are not within 10% of the FAA Terminal Area Forecast (TAF); and that airline ordering trends and current orders for aircraft provide fairly reliable data for aircraft type projections. Following the presentation, Mr. Arnold answered questions from Executive Director Robert M. Ball as to the timing of repair projects and the options selected for the Composite Alternative.

EXECUTIVE DIRECTOR ITEMS

Executive Director Robert M. Ball utilized the second page of the Executive Director's Update "[From the Top](#)", dated January 28, 2002 (copy is on file in the Minutes Office) to summarize some of the statistics brought to light during the presentation:

STATISTICS

Total passengers for the month of December 2001 were 424,483, a decrease of 10.98%. America West, ATA, Continental, jetBlue, and Midwest Express all had increased passenger activity for the month.

Commuter traffic was down 29.46% and international traffic was down over 43%. Air Canada had a significant increase over prior year, up 283%, because it flew 30 flights compared to 19 last year.

Total passengers for calendar year ending December 31, 2001 were 5,277,708, an increase of 1.35% over prior year.

Total airfreight was 2,958,843 pounds, an increase of 3.62%

Total rental car revenue for November was \$7,338,540.00, a decrease of 18%. Total parking for November was \$479,742, a 14.78 decrease from prior year.

Total retail concessions were down 16.96% for November, with Paradies News, the PGA Golf Shop and Smarte Carte showing increased sales for the month and Florida Pantry and Star Gifts having decreased sales.

Food concessions were up for the month, with an increase of 6.28% over the previous month, up 2.65% for the year.

Total landed weight for December was 306,226 units, down approximately 28,800 units from last year.

ALSO INCLUDED IN "FROM THE TOP":

Aircraft Rescue and Fire Fighting (ARFF) Training Classes

In January, the ARFF department began offering training classes on fire extinguisher handling and safety, CPR, and Automatic External Defibrillators (AED) to airport employees and tenants. The department's four newly state-certified instructors teach the classes; and, upon completion, participants are given a certificate. CPR/AED participants will receive a certificate from the American Heart Association.

Another class, called Aircraft Crash, Fire, and Rescue for First Responders, is scheduled for the near future. The instructor, Captain Robert Roper, is a licensed Airline Transport Pilot with over 22 years of fire fighting experience. The course is offered to all airport employees, tenants, and emergency services personnel in Lee and Collier counties.

The ARFF department has also provided opportunities for staff members to attend various anti-terrorism classes, in an ongoing effort to remain prepared in the event of a bio-terrorism incident. Staff members attending the classes bring the information back and share it with department members.

AIRPORT SPECIAL MANAGEMENT COMMITTEE ITEMS

Request for Figures on Cargo Decreases - Mr. Lazzell inquired as to the decreases in cargo for September and October 2001, and whether there was as much of a decrease as in the passenger numbers. Finance Department Director Benjamin Siegel stated that the total freight for the year was up approximately 2%, and indicated that he would provide the requested monthly data.

Southwest Florida International Airport Calendar - Mr. Thimlar pointed out that SWFIA has put out a beautiful post-card calendar and congratulated whoever was responsible. He noted that there are four postcards from Charlotte Harbor, four from Naples, one each from Sanibel and Captiva Islands, and two from Lee County; but that there are none from the most beautiful beach in Southwest Florida, Fort Myers Beach, where he lives.

The Chairman adjourned the meeting at 3:00 p.m.

ATTEST:
CHARLIE GREEN, CLERK

Deputy Clerk

Chairman, Lee County Airports
Special Management Committee

JANUARY 14, 2002

The [Joint Meeting of the Board of Port Commissioners of the Lee County Port Authority, with the Airports Special Management Committee](#), was held on this date in the Training Facility at the Southwest Florida International Airport (SWFIA), with the following members present:

LEE COUNTY PORT AUTHORITY

Douglas R. St. Cerny, Chairman
 Ray Judah
 John E. Albion
 Robert P. Janes

AIRPORTS SPECIAL MANAGEMENT COMMITTEE

Hugh Thimlar, Chairman
 Robert Taylor, Vice-Chairman
 Michael Geml
 Gateley Daniel
REGIONAL MEMBER(S)
 Representing Charlotte County,
 Brigadier General Rufus Lazzell (U.S. Army Retired)
 Representing Collier County, Jeffrey D. Fridkin

COMMISSIONER COY AND COMMITTEE MEMBER MYERS WERE ABSENT FOR THE ENTIRE MEETING.

The Chairman called the meeting to order at 9:30 a.m. The Invocation was given by Dr. Norman Hutchinson, Buckingham Presbyterian Church, followed by the Pledge of Allegiance to the Flag.

REORGANIZATION OF BOARD OF PORT COMMISSIONERS

After expressing appreciation to Executive Director Robert M. Ball and his Staff, and to the Airports Special Management Committee, Commissioner St. Cerny announced that he was passing the gavel to Commissioner Janes, who would be the new Port Commission Chairman. Commissioner Janes thanked Commissioner St. Cerny, and suggested that Commissioner Judah serve as the Vice-Chairman. Commissioner St. Cerny so moved, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

9:30 A.M. AGENDA ITEM - Public Comment on Agenda Items
 Consent (C) and Administrative (A)

No one came forward to offer comment.

The following are the Consent Agenda items that each Board member wished to have discussed:

Commissioner Judah -None
 Commissioner Albion - C4(g)
 Commissioner St. Cerny - None
 Commissioner Janes - None

CONSENT AGENDA

1. COMMUNICATIONS

(a) Request Board approve the Minutes of the following meetings of the Board of Port Commissioners:

May 8, 2000	September 5, 2001
November 13, 2000	September 10, 2001
May 29, 2001	September 19, 2001

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

2. COMMITTEES AND BOARDS

No requests received.

3. LEGISLATION

(a) Request Board approve the [revised Lee County Port Authority Personnel Policies and Procedures Manual](#). The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

4. **BUDGETING, PURCHASES, CONTRACTS AND AGREEMENTS**

- (a) Request Board approve a [permit agreement, with Jet Aircraft Maintenance, Inc.](#), for ground service and airliner maintenance and repair. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

- (b) Request Board approve an [Airport Provider Permit agreement, allowing Frank R. Burrelli to conduct aircraft flight instruction at Page Field.](#) The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

- (c) Request Board approve an [amendment to the lease agreement with PrivateSky Aviation Realty, LLC.](#) The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

- (d) Request Board approve an [agreement, with PrivateSky Aviation Realty, LLC,](#) to amend the Fixed Base Operator (FBO) lease purchased by PrivateSky from Jet South, Inc. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

- (e) Request Board approve a [permit agreement with, Diamond Air Freight, Inc.](#) for ground service at Southwest Florida International Airport. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

- (f) Request Board approve an [Assumption Agreement, with Aero Ft. Myers, LLC,](#) relating to the cargo building site at Southwest Florida International Airport. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

- (g) Request Board accept a state grant by adopting a Resolution authorizing the execution of a [Joint Participation Agreement, between the Florida Department of Transportation and the Lee County Port Authority,](#) for \$1,540,980.00, towards design and construction of T-hangars at Page Field. The Airports Special Management Committee and Staff recommend approval.

In response to Commissioner Albion's inquiries, General Aviation Services Director Peter Modys explained that the average waiting list for the T-hangers at Page Field contains about 100 names of persons who want hangars; that the list will become smaller as more hangars are built; and that the pricing structure will be reviewed in the near future. Commissioner Albion noted that, although increased hangar prices could assist in continuing improvements the Page Field facilities, costs should be low enough to encourage demand. He then moved approval of the item, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent. [RESOLUTION NO. PA02-01-18](#)

- (h) Request Board accept a state grant by adopting a Resolution authorizing the execution of a [Joint Participation Agreement, between the Florida Department of Transportation and the Lee County Port Authority,](#) for \$544,500.00, towards design and construction of multi-use hangars at Page Field. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent. [RESOLUTION NO. PA02-01-19](#)

- (i) Request Board approve a [retainer agreement, with the law firm of Foley and Lardner](#), to provide outside counsel services, on an as-needed basis, related to construction of the Midfield Terminal Complex at Southwest Florida International Airport. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

- (j) Request Board approve a [Nonparticipating Airline Airport Use Permit agreement with Comair, Inc.](#) The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

- (k) Request Board accept a state grant by adopting a Resolution authorizing the execution of [Joint Participation Agreement 40578819401, between the Florida Department of Transportation and the Lee County Port Authority](#), providing for \$1,112,000.00 of state participation for design and construction of a general aviation terminal building, with associated landside and airside support facilities, at Page Field. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent. [RESOLUTION NO. PA02-01-20](#)

- (l) Request Board authorize the execution of [Supplemental Agreement No. 27, between the Lee County Port Authority and DMJM Aviation, Inc.](#), for construction administration, construction management, and project management services related to the expansion of the Southwest Florida International Airport, in the amount of \$18,696,896.00. Funds are available. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

5. DEPARTMENTAL MATTERS

No requests received.

6. EXECUTIVE DIRECTOR

No requests received.

7. PORT ATTORNEY

No requests received.

ADMINISTRATIVE AGENDA

1. COMMUNICATIONS

No requests received.

2. COMMITTEES AND BOARDS

No requests received.

3. LEGISLATION

No requests received.

4. BUDGETING, PURCHASES, CONTRACTS AND AGREEMENTS

- (a) Request Board approve an increase in the maximum 24-hour parking rates at the Southwest Florida International Airport. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner St. Cerny, called and carried with Commissioner Coy absent.

- (b) Request Board award [PAB 02-02, Southwest Florida International Airport Midfield Terminal Complex Site Preparation](#), to Phoenix Construction Services, Inc., the lowest, most responsive, responsible bidder, in the amount of \$29,702,852.30; and authorize Notice to Proceed after final permits are received. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent.

CONVENE AS BOARD OF COUNTY COMMISSIONERS

- (c) Request Board authorize the execution of a conservation easement, to the South Florida Water Management District, on the Airport Mitigation lands formerly known as Site H and the Stairstep Parcels.

FOR ACTION TAKEN, REFER TO THE MINUTES OF THE BOARD OF COUNTY COMMISSIONERS.

- (d) Request Board approve an amendment to Resolution #01-09-54, to extend the authorization date until May 31, 2002 to refund the \$36,995,000.00 Lee County, Florida Airport Revenue Bonds, Series 1992A, utilizing a forward delivery purchase contract.

FOR ACTION TAKEN, REFER TO THE MINUTES OF THE BOARD OF COUNTY COMMISSIONERS.

RECONVENE AS BOARD OF PORT COMMISSIONERS

- (e) Request Board approve an amendment to the concurring Resolution #PA01-09-55, to extend the authorization date until May 31, 2002 to refund the \$36,995,000.00 Lee County, Florida Airport Revenue Bonds, Series 1992A, utilizing a forward delivery purchase contract. The Airports Special Management Committee and Staff recommend approval.

Commissioner Judah moved approval, seconded by Commissioner Albion, called and carried with Commissioner Coy absent. [RESOLUTION NO. PA02-01-22](#)

- (f) Request Board approve the status of the Southwest Florida International Airport Master Plan Update, as presented by the DMJM Aviation/Birk Hillman/Ricondo team. The Airports Special Management Committee and Staff recommend approval.

Development Director Mark Fisher briefly described the purpose of the presentation, and noted that the Airports Special Management Committee will receive a more detailed report at their meeting later this month. Birk Hillman Project Manager Mike Arnold and Ricondo representative Garfield Eaton reviewed and summarized the information contained in a [PowerPoint slide presentation](#) (printed copy on file in Minutes Office). Among the topics reviewed were: enplanement projections up to 5.6 million by 2020, aircraft operations projections up to 139,700 in 2020, impacts on the airlines from the events of September 11 and the national recession, historical monthly enplanements, airfield demand/capacity assessment, facility requirements, alternatives, land use strategies, and current status of the master plan process. Steps to be taken in the next six months include completion of the I-75 access analyses, refinement of the selected alternative, development of capital program costs and phasing, identification of the recommended implementation plan, and continued work on the Environmental Analysis and the Development of Regional Impact. After Commissioner Janes thanked Mr. Arnold and Mr. Eaton for an informative presentation, Commissioner Judah moved approval of the request, seconded by Commissioner St. Cerny. In response to Commissioner Judah's question regarding the original plan for four runways, Mr. Fisher explained that the Federal Aviation Administration (FAA) mandates a 20-year plan; that the consultants always keep in mind the 30-, 40-, and 50-year plans; and that there is room for a third parallel runway and for a fourth if it is ever needed. Executive Director Robert M. Ball remarked that getting to a fourth runway would mean getting to the size of Atlanta; and replied to Commissioner Albion's question by stating that permit paperwork is being processed by the US Army Corps of Engineers. The motion was called and carried with Commissioner Coy absent.

5. DEPARTMENTAL MATTERS

No requests received.

6. EXECUTIVE DIRECTOR

No requests received.

7. PORT ATTORNEY

No requests received.

COMMISSIONER ITEMS

POSSIBLE SECURITY MEASURES AT PAGE FIELD - Commissioner Judah asked whether staff is investigating enhancements and improvements in security measures, such as a "Club" in the propellers of general aviation aircraft. Executive Director Robert M. Ball pointed out that, although the Authority cannot require such a measure, staff is meeting with the Florida Department of Law Enforcement (FDLE) and with the Federal Aviation Administration (FAA) to discuss various means to improve security; and added that Page Field has better security than most general aviation airports.

STATE REDISTRICTING AND OTHER CONCERNS - Commissioner Albion emphasized the need to closely monitor redistricting proposals; and noted that one of the proposed state redistricting maps shows I-75 as the dividing line, placing the Southwest Florida International Airport, which serves all of Southwest Florida, with an east coast congressperson. He suggested that officials and staff need to lobby to ensure that the airport and the university remain with a west coast district. Commissioner Janes added that it is important to work with the legislature to protect what has already been promised by the state in terms of money for road-building; and that the redistricting and budget shortfall will result in a chaotic legislative session. Commissioner Albion requested a staff report, no later than February 1, regarding items of concern that may come up in the legislative session, so that anyone in Tallahassee for a meeting or convention will be able to lobby for County interests. After Commissioner Janes commented that lobbying is more effective when there is early warning of potential actions, Commissioner Albion pointed out that the County's lobbying firm should be on the alert for any matters affecting the airlines, airports, and other areas of concern to the County.

COMMITTEE APPOINTMENTS

There were no appointments offered by the individual Commissioners.

COMMENTS FROM THE CHAIRMAN OF THE AIRPORTS SPECIAL MANAGEMENT COMMITTEE

On behalf of the Committee, Chairman Hugh Thimlar commended Executive Director Robert M. Ball and staff for the smooth and efficient operation of the Southwest Florida International Airport and Page Field; and wished a happy, prosperous, and safe New Year for everybody.

In the absence of Committee member Myers, Commissioner St. Cerny distributed copies of "[Fran's Lee Island Coast VCB HOT LIST](#)" to the Board and Committee members (copy is on file in the Minutes Office).

EXECUTIVE DIRECTOR ITEMS

CONGRATULATIONS TO ED FINK - Referring to a one-page report entitled "[Executive Director's Comments](#)" (copy is on file in the Minutes Office), Executive Director Robert M. Ball offered congratulations to Page Field Flight and Ground Instructor Ed Fink, who recently renewed his Master Instructor designation and is the first Florida Certificated Flight Instructor to earn the designation three times.

AVIATION SECURITY UPDATE -Mr. Ball provided an update regarding passage by Congress of an Aviation Security bill to implement changes in aviation security, including the creation of a Transportation Safety Administration (TSA) which will federalize all functions currently performed at screening checkpoints, along with other functions related to airport security. He noted that, before January 15, airlines are required to initiate a new form of baggage screening and positive match; that electronic explosive detection equipment will be required before the end of 2002; and that the 300-foot rule has required screening of vehicles entering the parking lot and elimination of parking in front of the terminal building. Mr. Ball reported that a blast analysis has been initiated to meet some of the structural criteria established by the new regulations, with the possibility that modification to the terminal building can be provided in lieu of the screening requirements; and that building modifications may be needed to install the explosive detection equipment. After noting that the legislation would also attempt to quicken the screening process, which could also require building changes, Mr. Ball stated that the consultants have been requested to make the new Midfield Terminal among the most secure in the country; and reviewed possible plan modifications to meet the new

criteria. He stated that staff will meet next week with the Federal Aviation Administration (FAA) and come back to the Board with any modifications that might need to be made.

REPRESENTATIVE KYLE TO TOUR AIRPORT - Mr. Lazzell asked whether Representative Bruce Kyle was "on board" regarding the aviation fuel tax, and Mr. Ball reported that Representative Kyle will be touring the airport this afternoon. Mr. Ball added that he would call Mr. Lazzell later in the day with a report on the results.

DEPARTURE OF NATIONAL GUARDSMEN - In response to Commissioner Albion's question, Mr. Ball commented that twelve National Guard representatives will remain on duty at the airport until April 1; and that the two who left on January 5 were additional Guardsmen provided for the busy holiday season.

The Chairman adjourned the meeting at 10:15 a.m.

ATTEST:
CHARLIE GREEN, CLERK

Deputy Clerk

[Chairman, Lee County Port Authority](#)



10.4 Appendix D – FAA Comments and Responses

Exhibit 2: Comparison of TAF and RSW Master Plan Enplanement Forecasts

Year	Annual Enplanements			Percent Difference
	Actual ¹	Master Plan (M.P.)	TAF (Updated Since 9.11.01)	M.P. and updated TAF
2000	2,632,088	2,632,088	2,496,956	-5.13%
2001	2,665,387	2,789,300	2,688,420	-3.62%
2002	2,618,297	2,924,100	2,456,179	-16.00%
2003	2,894,932	3,046,400	2,827,534	-7.18%
2004		3,169,500	2,930,527	-7.54%
2005		3,294,000	3,051,186	-7.37%
2006		3,421,200	3,171,846	-7.29%
2007		3,551,400	3,292,507	-7.29%
2008		3,686,700	3,413,168	-7.42%
2009		3,829,700	3,533,828	-7.73%
2010		3,978,800	3,654,489	-8.15%
2011		4,130,200	3,775,150	-8.60%
2012		4,286,800	3,895,811	-9.12%
2013		4,446,600	4,016,471	-9.67%
2014		4,609,500	4,137,132	-10.25%
2015		4,775,800	4,257,793	-10.85%

¹ Year 2003 total estimated from January to June, 2003 actual and historical trends

Sources: Lee County Port Authority

FAA Terminal Area Forecast

Prepared by: Ricondo & Associates, Inc.

In conclusion, we believe that the activity forecasts prepared in conjunction with the Southwest Florida International Airport Master Plan still adequately projects the activity levels expected to occur over the next 20 years. Furthermore, the differences that exist between the forecasts are minimal and can be partly explained by non-revenue passengers not included in the TAF.

Exhibit 1: Annual Percent Difference Between Original TAF and Updated TAF

Year	Terminal Area Forecast (FAA)		Percent Difference Between Original TAF and Updated TAF
	(Forecast prior to 9.11.01)	(Updated Since 9.11.01)	
2003	2,880,015	2,827,534	-1.8%
2004	2,999,046	2,930,527	-2.3%
2005	3,118,077	3,051,186	-2.2%
2006	3,237,108	3,171,846	-2.0%
2007	3,356,140	3,292,507	-1.9%
2008	3,475,171	3,413,168	-1.8%
2009	3,594,202	3,533,828	-1.7%
2010	3,713,233	3,654,489	-1.6%
2011	3,832,264	3,775,150	-1.5%
2012	3,951,295	3,895,811	-1.4%
2013	4,070,327	4,016,471	-1.3%
2014	4,189,358	4,137,132	-1.3%
2015	4,308,391	4,257,793	-1.2%
Average Annual Difference			-1.6%

3. The Master Plan forecast is still within 10 percent of the updated RSW TAF

Exhibit 2 below compares actual enplanements at RSW provided by the Lee County Port Authority with the updated TAF and Master Plan forecast. The difference between the updated TAF and the Master Plan forecast varies from approximately 7 percent in 2003 to just over 10 percent in 2015.

Another caveat that should be noted is that the TAF does not include non-revenue passengers. Non-revenue passengers include those that are flying on passes (such as travel agents), reduced rate tickets and airline employees. These passenger counts can be significant in a destination market such as Ft. Myers, Florida. This is the main reasoning behind using actual Southwest Florida International Airport Enplanements in the Master Plan forecast, as opposed to TAF base year enplanements. The phenomena detailed above can be seen in the 2000 base year enplanements found in Exhibit 2.

The actual enplanements reported by the Lee County Port Authority and those provided in the TAF are significantly different in 2000 (135,000 enplanement difference). When taking into account non-revenue passengers, the difference between the two forecasts would be significantly smaller.

RESPONSE TO COMMENTS ON SOUTHWEST FLORIDA INTERNATIONAL AIRPORT MASTER PLAN

The following provides a response to comments provided by the Florida Department of Transportation (FDOT) and the Federal Aviation Administration (FAA) in their review of the Southwest Florida International Airport (RSW) Master Plan. Specifically, we address the concern that the passenger enplanement forecast used in the Master Planning process had not been updated to include the impact of the September 11, 2001 terrorist attacks. In addition, the FAA's updated Terminal Area Forecast (TAF) is cited as the necessary comparison tool when testing the validity of the Master Plan enplanement forecast.

Due to the fact that the Master Plan forecast was prepared in the year 2000, the forecast does not take into account the impacts of the September 11, 2001 terrorist attacks. Despite this fact, however, we believe that the Master Plan forecasts still adequately projects the Airport's activity levels, as described in the following paragraphs.

1. RSW's Enplanement Levels Have Rebounded Following September 11th, 2001

As a result of the September 11th terrorist attacks, enplanements at RSW decreased by only 1.8 percent in 2002 over 2001 levels, and by 0.5 percent over 2000 levels. Furthermore, based on actual figures available through June 2003 and historical monthly trends, enplanements are estimated to be approximately 2.9 million in 2003, which is an increase of over 10 percent over 2002 levels. As a result of the region's strong leisure and O&D market, RSW has recovered much better than most airports in the U.S. As a result of this rebound in 2003, RSW's estimated 2003 enplanements are expected to be only 5 percent lower than what was projected in the Master Plan forecast, and 2 percent higher than the FAA's updated TAF.

2. The RSW TAF does not change significantly once updated for the effects of September 11, 2001.

Since the Master Plan forecast was prepared, the FAA's TAF for RSW has been updated to take into account potential changes in the demand for air travel following the September 11th terrorist attacks. However, over the forecast horizon, the annual percent difference in the enplanement forecast between the original TAF and updated TAF (i.e. updated for the effects of September 11, 2001) is only about 1.6 percent. An annual comparison between the original and updated TAF's for RSW is shown in Exhibit 1 below.

FDOT RESPONSE TO COMMENTS

Comment

1. Chapter 1 - Introduction, 1.3 Previous Studies: Top of the third paragraph states “The airport has also been included in the Continuing Florida Aviation System Plan (CFASP). The latest CFASP, compiled in 1992, is currently in the process of being updated”. Please replace CFASP with the Florida Aviation System Plan (FASP).

Response

The comment was addressed and CFASP was changed to FASP.

Comment

2. Chapter 3 – Aviation System forecasts: This chapter (working paper No. 1) was written before September 11, 2001, and the chapter remains unchanged in the final draft. Market share methodology was chosen as the preferred enplanement forecast for the airport and the FAA Aerospace Forecasts were used as the basis for market share analysis. FAA forecasts have been changed as well as most major commercial airports in Florida have changed their forecasts in response to the impacts following the events of September 11, 2001. We recommend that this master plan analyze the impacts following the events of September 11, 2001, and address the reason for not changing the forecast.

Response

See attachment titled “Response to comments on Southwest Florida International Airport Master Plan.

Comment

3. Chapter 6 – Alternatives, 6.1 Introduction: Typing error in third paragraph “The will not only change the operational characteristics of the airport,.....” needs to be corrected.

Response

This was corrected in the text.

Comment

4. Public Participation: Documents related to public participation in this master plan updating process needs to be part of this master plan update.

Response

The public meeting minutes are now included as part of Appendix C.

FAA RESPONSE TO COMMENTS

Master Plan

Comment

1. The forecast should include the impact of the terrorists' events of September 11, 2001 and the recent economic downturn resulting from these events.

Response

See attachment titled "Response to comments on Southwest Florida International Airport Master Plan.

Comment

2. The base year data utilized in the forecast should be consistent with the actual data used in the Terminal Area Forecast (TAF). Activity data from 2001 or 2002 is recommended.

Response

See attachment titled "Response to comments on Southwest Florida International Airport Master Plan.

Airport Layout Plan

Comment

1. Wind Rose – Include allowable crosswind conditions up to 20 knots. Note that 20 knots is the allowable crosswind for ARC D-V.

Response

The 20 knot crosswind conditions are now included on the ALP sheet.

Comment

2. Scale – Stay within the range of 1"=200' to 1"=600' and provide scale bar.

Response

This was corrected on the drawing.

Comment

3. Show holding position signs and markings. Use dimension lines to depict the distance from the runway centerline.

Response

This was added to the ALP drawing.

Comment

4. Once the location of the new runway is completely defined, provide the coordinates, threshold elevation and TDZ so that the approach areas are protected from encroachment.

Response

This was noted.

Land Use Map

Comment

1. Include property line in legend

Response

Done – See Drawing

Comment

2. Drawing should be scaled within the range of 1"=200' to 1"=600'

Response

Done – See Drawing

Comment

3. Land uses should be depicted by general use categories (e.g. agriculture, recreational, industrial, aviation, commercial, etc.)

Response

The land uses prepared for this study are more specific to the local Land Development Code and local Comprehensive Plan in lieu of general land use categories typically found in master planning documents. These more specific land uses will allow the land use sheet to be a more effective tool in coordinating on-airport land uses between the airport owner and the local government. We therefore suggest maintaining the land uses as depicted.

Property Map

Comment

1. Drawing should be scaled within the range of 1"=200' to 1"=600'

Response

Done – See Drawing

